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# Rapid <sup>BIKES</sup>

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# WILD

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MV AGUSTA F3 800  
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DUCATI SCRAMBLER  
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# BIKES HEAL

G'day,

How good are motorcycles? What would we do without them? We would be bored sh#tless most of the time, I reckon. Like me, I'm sure bikes have got you through some pretty rough periods of your life as well as provided the material for many epic high points.

I can only tell you about my own experiences having motorcycles as the main thing in my life. Yes, I have a lovely wife and of course the three little Wares to keep me broke and busy, however, aside from family and friends bikes are my life. In fact, they go hand in hand and I am sure my family and friends would agree that they too could not imagine a Jeff without bikes in his life 24/7.

Over the years, motorcycles have got me through many a rough patch, even when I was a bit of a troubled kid it was the minibikes I was always doing up in the shed that kept me busy and out of trouble. In my late teens I have no doubt that my RGV250 and FZ750 got me through the loss of my mother by keeping me busy and stimulated. I've had lots of bikes but I consider one bike in particular to be a true mate – that being my trusty Yamaha RZ125. The RZ was bought in the late 1990s when I was a motorcycle courier and at the time even though it was only a grand, was a bit of a stretch to buy for Heather and I. We used it as transport around Sydney when we lived near the city and we were young, broke and all that.

I had gone from racing at A grade level for many years in the Shell Oils Australian Championship and various State titles, then living in Japan and riding there, to almost nothing – and I was unfortunately gravely crook and things were grim. So after my surgeries and long rehab period, the little RZ became my pride and joy. I could not ride for quite a time after the brain surgery but I would head to my shed and fire it up once

a week to just hear the engine tick over. I called it Bike Tuesday. I looked forward to it every Monday arvo!

I soon healed up and talked my way into a job as a full time motorcycle journalist at *Two Wheels* magazine back in 2001 and was back riding the latest and greatest. The rest is history as they say...

These days I get to write about or talk about motorcycles every day and this has been my full time job for 15-years. I've flown all over the world many times and ridden just about everything there is to ride but the most joy I get from motorcycling still comes from my RZ. When I am stressed out, need a break; feeling like the weight of the world is on my shoulders, I can always rely on the trusty Yamaha to work its healing magic. It can be a ride around the block, a simple warm up to heat cycle it, or even just me kicking back with a beer and looking at the bike. It's a connection that is hard to explain to any non-motorcyclist but it stems from many happy and content times spent on that bike.

Life has been interesting with three little kids and moving house and changes with the magazines. I work six days a week and often seven, so find that I ride rather than drive more often now outside of testing duties just to help de-stress. I also try to spend an hour per night working on bikes in the shed. That is a fantastic way to enjoy bikes and I still have the same toolkit I had when I was 18, so I have lots of good memories about that and all the work I have done with my toolkit.

Enjoy your bike and if you haven't already done so, try talking to it over a quiet beer. Sounds crazy and it is.


Live, love and ride on...

*Jeff Ware*



It's a connection that is hard to explain to any non-motorcyclist but it stems from many happy and content times spent on that bike...





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## OLD SCHOOL SUZI

Launched as robbynitroz.nl in 1999 by two mates in Holland, this site swiftly became one of the most prolific and informative motorcycle forums around. A name change in 2003 to Old Skool Suzuki (known to all as OSS) also helped to bring in yet more intelligent, experienced and prolific bike builders making regular posts but also had an expansive array of features and technical articles, making not only for interesting reading, but also providing an essential library for anyone building an old school Suzuki. Through various technical and financial issues, oldskoolsuzuki.info had to close its doors a few years ago.

However, thanks to the hard graft of a handful of devoted OSSers, the doors were opened once more, OSS is alive and well.

If you have any interest in any kind of Suzukis, and particularly modified ones, then it's worth taking a trip to oldskoolsuzuki.info



## SUPERBIKES & CLASSIC BIKES CALENDARS!

We have just put this awesome *SUPERBIKES* calendar together for 2016 featuring the fastest sportsbikes out there, as well as an awesome calendar celebrating the classic bikes that became legends. \$19.95 each in all good bookstores and newsagents. Grab one now!



## PETER MOLLOY SPECIAL MISTAKE!

Oops! We wrongly listed Dudley's Motorcycles as the dyno centre that Peter Molloy has been running his WDM-650 Proto at, however, that was his previous inline four version. The development tuning of the Proto has been done on Dave Holdforth's Dynojet dyno at Sydney Dyno, Kariong NSW.



## SYDNEY MOTORCYCLE SHOW

Now in its 10th year, the Sydney Motorcycle Show is growing exponentially and commands over 25,000sqm of the Sydney Showgrounds site.

"The 2015 Sydney Motorcycle Show will be the biggest motorcycling event Sydney has hosted," said Troy Bayliss.

"Over 100 exhibitors are already confirmed for the main exhibition hall, while some of the bigger features of the 2015 event will dominate the outside precinct.

A second exhibition hall has been confirmed which will house the 'Custom Classic' exhibition and some very special show features to be announced over the coming weeks. Hall 2 will also host the largest ever sales area at the Sydney Motorcycle Show, with the majority of the big brand names offering massive price reductions. November 20-22, Sydney Olympic Park [Troybaylisseven.com](http://Troybaylisseven.com)



## R1M ON THE ROAD

We spent a few weeks living with an R1M just before we went to print. After track testing the bike earlier in the year we were keen to see how it behaved in the real world. Grab issue 100 in December to find out, or visit [rapidbikes.com.au](http://rapidbikes.com.au)



## H2 UNLEASHED

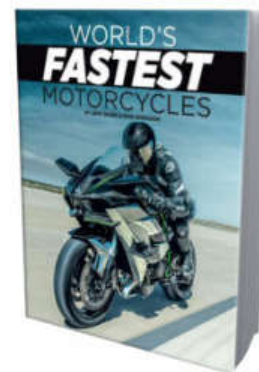
Jeff recently tested the Kawasaki H2, spending a day on the road and strip. Full ball-tearing test next issue! Issue #100!



## KTM & 1098 FIGHTERS

Next issue *Rapid Bikes* will be featuring the MCRR 1098 "Villain" Cafe Racer and MCRR RC8R Streetfighter by MC RoadRunner on the Gold Coast.

Steve Broberg is a bike collector, bike builder, licensed motorcycle dealer, and also specialises custom motorcycle seats. The KTM RC8R Streetfighter is for sale as is the 1098S as a second one is under construction now, one must go. Anyone interested in owning either of these exotic custom builds or wanting custom seats should call Steve on 0418 758 277.



## WORLD'S FASTEST MOTORCYCLES

Speed, high horsepower, the icons and the current high-tech weapons, all celebrated in a glossy book full of incredible images and detail.

*World's Fastest Motorcycles* is written by the *Rapid Bikes* team and features in-depth reviews of the most iconic high-speed machines of the current era of performance motorcycling. It's a must-have for any performance buff.

If you like *Rapid Bikes*, you will love *World's Fastest Motorcycles* – \$19.95. Available in all good newsagents, bookstores or [UniversalShop.com.au](http://UniversalShop.com.au)



# ISLE OF MAN TT 2015



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Ian Hutchinson - 2nd  
James Hillier - 3rd

### **Supersport TT1**

Ian Hutchinson - 1st

### **Supersport TT2**

Ian Hutchinson - 1st  
Guy Martin - 3rd

### **Pokerstars Senior TT**

James Hillier - 2nd  
Ian Hutchinson - 3rd

### **TT PRIVATEER'S CHAMPIONSHIP**

Dan Cooper - 1st

### **JOEY DUNLOP TT CHAMPIONSHIP TROPHY**

(highest points score)

Ian Hutchinson - 1st

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## FESTIVAL OF ITALIAN MOTORCYCLES

This year's Festival of Italian Motorcycles will take place in Piazza Italia, Lygon St Carlton, on the 15th of November. The Festival is supported by the Moto Guzzi Club Victoria, Ducati

Owners Club Victoria, Classic Italian Motorcycle Association and Laverda Club Victoria.

The Festival kicks off around 9am and runs 'til early afternoon. If you love Italian bikes (and who doesn't) make plans to be there.



## WSBK AT PHILLIP ISLAND SLATED FOR FEB 26-28

Australia will once again launch the Superbike World Championship, with the opening round for 2016 awarded to Victoria's Phillip Island Grand Prix circuit and slated for next February 26-28, 2016.

The 2016 event is sure to be another Phillip Island scorcher, with the Kawasaki duo of Jonathan Rea and Tom Sykes set to be on updated ZX-10Rs, Ducati now back to the peak of its powers with tough-as-nails Briton Chaz Davies, Leon Haslam back on an Aprilia, and Honda powering former world champion Sylvain Guintoli and up and coming Dutchman, Michael van der Mark.

Backing world superbike will be the

world supersport boys kicking off their 2016 campaigns plus Australia's leading road racing classes.

Phillip Island is revamping their campground to include powered sites and the new layout means Go Karts will operate all world superbike weekend for some extra fun.

Tickets on sale from early September. For further information go to [worldsbk.com.au](http://worldsbk.com.au)



## MY FIRST MOTORCYCLE

This is your complete guide to getting started as a motorcyclist. Written by the experienced team from *Rapid Bikes*, *My First Motorcycle* covers rider training from many levels, buying a bike, finance, security, insurance, new and used models, getting licensed in all States, technical tips, lots of riding tips, social tips and lots, lots more. Grab a copy now from your local newsagent or [UniversalShop.com.au](http://UniversalShop.com.au)

## DIGITAL EDITION

*Rapid Bikes Magazine* is also available in digital editions through both Zinio or iTunes for very reasonable prices, if you prefer the portability of reading on a phone or tablet.

Check it out at [au.zinio.com](http://au.zinio.com) or on iTunes.com.au.



## 300 TEE

Winter will be over soon and you will need some new Tee's for summer. Why not grab one of our quality *Rapid Bikes* 300 Speed Limited T-Shirts for just \$25! Visit our online store [rapidbikes.com.au](http://rapidbikes.com.au) – shirts are available in the usual sizes in black and white.



## WANT A FREE SET OF SPIDI KNEESLIDERS?

It's easy. Just post a knee down shot of yourself to our Facebook page, *Rapid Bikes*, and share our page to your page. Email us that image to [inbox@rapidbikes.com.au](mailto:inbox@rapidbikes.com.au) so we can publish your pic on our new Knee Down Club page. Then all you need to do is subscribe for 12-months or more to *Rapid Bikes*, for just \$59.70, and we will send you a FREE set of Spidi kneesliders thanks to our friends at Moto National Accessories!

[10] ISSUE 99 **RAPID**

## THROTTLIN' IT





# 899 PANIGALE



## Your road to the track

148hp Superquadro engine. 169kg dry weight. Experience the best of road and track.

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Extend the warranty coverage of your new Ducati with our Ever Red 12 or 24-month solution. Activate it now and add value to your passion.

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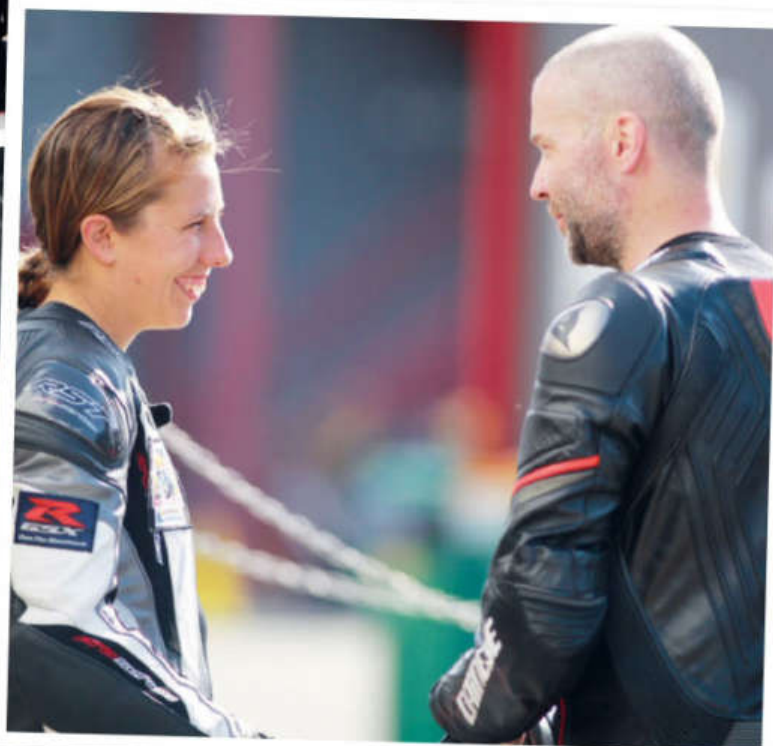
[ducati.com.au](http://ducati.com.au)



# INDUSTRY PROFILE

**STEPHANIE REDMAN**

**HOMETOWN:** FRANKSTON, VIC  
**AGE:** 25 **OCCUPATION:** CHIEF RIDE COACH  
 AUSTRALASIA, CALIFORNIA SUPERBIKE SCHOOL.



## BACKGROUND:

My interest in motorcycles sparked as a teenager by a neighbourhood friend who raced flat track.

Not owning a bike of my own, the only way I could get my 'fix' was by tagging along with my mate and being his pit crew. When I was 15 I bought a pocket bike of my own to race, which quickly turned into a Moriwaki 80, then 125GP, then R6...

## CAN YOU EXPLAIN YOUR ROLE?

As the Chief Ride Coach I administer and oversee the training provided to our coaches.

## HOW DID YOU GET INTO THIS INDUSTRY?

At 17 a sponsor of mine at the time owned a tyre shop where I used to hang out on Saturdays. I was helping one of the suppliers unload a truck full of tyres and mentioned I was looking for a job. They referred me onto Paul Feeney Group where I then started a spare parts apprenticeship.

## WHAT ARE YOUR AMBITIONS AND GOALS WITHIN THE INDUSTRY?

My goal would be to build a foundation for growth to see not just road racing, but also recreational road riding for juniors become more accessible, competitive, cost effective and easier to get into.

## WHAT ARE SOME HIGHLIGHTS OF YOUR CAREER?

I raced for many years at club and national level and in exchange for the time, effort and money I received many shiny plastic trophies. But the biggest highlight of my motorcycling career would have to be the quality time I spent at the track with my dad, brother and friends. Oh, and being the first female Chief Ride Coach in the world!

## WHO INSPIRES YOU?

The students constantly inspire me to be the best I can at my job. There is nothing more rewarding than helping someone improve something they love.

## WHAT BIKES DO YOU OWN?

Currently a 2013 YZF-R6 and a 2014 Ninja 300, both track only bikes.

## WHAT ARE YOUR HOBBIES AND INTERESTS OUTSIDE MOTORCYCLING?

Mountain biking, skiing.

## WHAT WOULD YOU NEVER DO AGAIN?

Take out a \$20,000 loan as an 18 year old to buy a racebike, I would be more patient and save.

## WHAT'S YOUR HOBBIES AND INTERESTS OUTSIDE MOTORCYCLING?

I am a creative person so things like drawing, baking, wood work etc... anything I can be hands on with.

## WHAT'S YOUR WORST HABIT?

I think making a mess when I am creating something.

## WHO COULDN'T YOU DO IT WITHOUT?

My parents is an obvious answer, but I would say I've learnt something valuable from everyone along the way. **RB**



# PURE ADRENALIN

NEW APRILIA TUONO V4 1100 RR



RACE BRED  
TECHNOLOGY

**a** PRC

**a** TC

**a** WC

**a** LC

**a** QS

**r** BW

ABS

**\$23K\*** RIDE  
AWAY

With racing in its DNA the new Tuono V4 1100 provides pure adrenalin with a powerful new 1100cc V4 engine which produces 175HP at 11,000 RPM and a dynamic 121 Nm at 9,000 RPM. Featuring Aprilia's patented Rider Performance Control electronics package which includes rBW, aTC, aLC, aWC, aQS, and Race ABS which work in conjunction with the state of the art adjustable suspension and Brembo braking system to form an irrepressible package. The proof seven World Superbike Championships in as little as six years. From racetracks to roads, setting new standards for technology and performance is our job and our daily commitment. Available in Tuono V4 1100 RR and Tuono V4 1100 Factory. For more information visit [www.aprilia.com.au](http://www.aprilia.com.au)

**2** YRS UNLIMITED  
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\*Recommended Ride Away Price for Tuono V4 1100 RR. Price is subject to change without notice. Overseas model shown for illustration purposes. Consult your Aprilia Dealer for further details. Aprilia Australia promote safe and responsible riding.

**f** [facebook.com/apriliaaus](https://facebook.com/apriliaaus)





## R3 OGGY'S

Oggy Knobs and Axle Oggys are now available for the 2015 Yamaha YZF-R3 and only the strongest, most resilient materials are used to ensure strength, performance and appearance.

Aluminium components are made from aircraft grade 7075 T6511, bolts are de-embrittled, high tensile items, the "plastic" used in the sliders is Acetal for the best combination of shock absorption, abrasion resistance and strength, and all metallic components are fully finished for corrosion resistance. If you do need to replace parts, spares are readily available.

Available in black or white from your favourite motorcycle dealer, anywhere in Australia for \$249.00 RRP, with front Axle Oggys available for \$99.00 RRP, or rear Axle Oggys for \$99.00 RRP. A full protection kit of all three is also available for \$399.00 RRP. [Kenma.com.au](http://Kenma.com.au)

## MOTOGP15

MotoGP15 is the ultimate step forward in motorcycle gaming, with fast-paced challenges, head-to-head competition both online and offline and all new features, such as MotoGP two-stroke champions, plus all the riders and teams of the MotoGP, Moto2 and Moto3 categories.

The new Career Mode offers the ability to manage your own team including sponsor contracts, with the game's AI increasing your challenges as you play.

Plus you can relive the most iconic of 2014's racing events, with up to 12 players able to battle it out together.

Available on Xbox One, Xbox 360, PS4, PS3 and PC now!

[Motogpvideogame.com](http://Motogpvideogame.com)



## NIGHT LIGHTS

Osram Night Racer Plus and Cool Blue halogen headlight bulbs are now available from Kenma Australia and in all good motorcycle stores, offering improved lighting performance, with up to 90 per cent more light from the Night Racer Plus, a longer beam of light and whiter light, giving riders better vision and time to react in the darker winter weather. We've got them fitted to our Long Term Daytona 675R and single H4 or H7 globes in Cool Blue and Night Racer Plus will be \$29.95 RRP, twin packs, which only get one of the helmets containers, are \$59.95 RRP. [Kenma.com.au](http://Kenma.com.au)



## CLIMATE CONTROL

The Dririder EVO 2 Jacket is a next generation sports jacket for absolute comfort thanks to high levels of flexibility, with high tenacity mesh and a leather EXO shell combined with reinforced CE impact armour for protection.

A high density EVA back pad is also standard, with triple and double stitched seams, a waterproof removable liner, removable thermal liner, precurved arms and sports collar with Neoprene comfort roll. Reflective print and piping ensures visibility, while arm and waste adjusters allow for a tailored fit.

Available in Black/Black in sizes XS-8XL, or Black/White in sizes XS-6XL for \$399.95 RRP. Visit your local motorcycle dealer or [Dririder.com.au](http://Dririder.com.au)



## S 1000 RR ARROW EXHAUST

Arrow Exhausts has announced a new slip-on exhaust for the 2015 model BMW S 1000 RR.

The Works Titanium slip-on is road legal, improves both power and torque and saves more than a kilogram in weight compared to the OEM muffler. It features a removable dB killer for track day use and comes at a recommended retail price of \$999.00.

Arrow Exhausts are imported by Link International, for more information go to [Linkint.com.au](http://Linkint.com.au)



## ZX-10R RAD GUARD

Rad Guard now has a radiator guard for the Kawasaki ZX-10R 2015 model. Rad Guard radiator guards are made from high-grade aluminium and have a robust frame. They're easy to fit and have been designed to allow adequate airflow into the radiator.

The Rad Guard is the most simple and effective way of protecting your expensive radiator from flying rocks and any other road debris. With a three-year worldwide warranty this is the essential aftermarket addition to your motorcycle... Currently on special for \$156.00 RRP. [Radguard.com.au](http://Radguard.com.au)

## RAPIDBIKE TUNE

RapidBike provide three levels of fuel modules, from the RapidBike Easy – a plug and play AFR modulator, to the RapidBike EVO – offering total injection control and with the RapidBike Racing offering an all-in-one professional racing module. We've just fitted a Rapid Bike EVO on our LT Daytona 675R and it comes with a model specific wiring harness for direct fitment and great instructions.

Modules are firmware upgradable as well, which means if you change bikes all you have to do is buy a new harness and update the firmware for the new bike. The RapidBike EVO is available from \$699.00 RRP. [Quicklappperformance.com.au](http://Quicklappperformance.com.au)







## YUMMY YAMAHA'S

The 2015 Yamaha R1 and the exciting R3 have been getting the Powerbronze make-over and these newly released items from the UK factory will please the most discerning Yamaha rider. The amazingly smooth and quiet Powerbronze Airflow Screen for the 2015 R1 and R3 is designed to lower drag and offer less fatigue on the rider for from \$122 RRP. There's also a hugger release for both R1 and R3 from \$234 RRP to turn even more heads with these popular models.

These items join the other items in the Powerbronze range for these bikes – Seat Cowl – Standard Screen – Headlight Protectors (R3) – Crash Posts – Front Mudguard – Fork Protectors – Swing Arm Protectors – Chain Guard and soon to be released tail tidies for both bikes... Ask at your favourite bike shop or visit [Powerbronzeaustralia.com](http://Powerbronzeaustralia.com)



## CLEAN RIDE

Swissvax Gloss Motorcycle Detailing Kits are designed for the avid Motorcycle enthusiast who wants the very best for their two-wheel dream!

It comes complete with a specialised fuel repellent wax and will cut down your detailing time, all while protecting your finish you never thought possible. Comes in a carry bag, with micro fibre towels, applicator pads, metal polish,

bike bath, and cleaner fluid, as well as the fuel repellent Carnauba wax.

The perfect Christmas present for anyone who enjoys taking care of their vehicles!

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## BMW HIGH PERFORMANCE

BMW Motorrad have got HP accessories now available for the S 1000 XR, including the HP Footrest System, a set of CNC milled rearsets, anodized, with a high level of adjustability and safe grips thanks to rubber detends. Heel guards are carbon-fibre and foot rests for both rider and pillion are etched with BMW Motorrad and HP.

Also available are a set of HP levers, also CNC milled, with adjustability on both sides and also laser etched with the HP logo.

The HP Footrest System is \$1306.00 RRP and the HP Handlebar Levers are \$625.00 RRP. Visit your local BMW Motorrad dealer for more info.  
**Bmwmotorrad.com.au**



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## PANIGALE GOODIES

These Titanium Akrapovic Racing Silencers for the Ducati Panigale 1299 offer everything you could ask for in a slip-on system. The construction and design are flawless, with carbon-fibre setting off the titanium muffler, with an increase in torque and power greater than seven per cent. Weight saving is a staggering 4.5kg. An up-map key is included for dedicated mapping. \$3899.00 RRP.

The Billet Aluminium Adjustable Footpegs also fit the Panigale 1299, 899 and 1199 models and have been developed by Ducati Corse for the Superstock World Championship, with the finest quality aluminium. There are two positions of adjustment, with fold-away brake and gear levers. The footpegs are machined to offer optimal grip, and the rearsets will work with traditional and race pattern shift, as well as with the Ducati Quick Shift in the standard version. \$1624.00 RRP. For more information and stockists, visit [Ducati.com.au](http://Ducati.com.au)



## POLISHED

Liquid Performance Premium Metal Polish is the perfect product for cleaning, polishing and preserving most metal surfaces, including chrome, aluminium, brass, nickel, stainless steel, bronze, copper, magnesium, platinum and more.

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This product makes billet shine like chrome. Not recommended for use on anodized or clear coated surfaces. \$24.00 RRP.

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## REV2 THROTTLE

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## SCORPION TRAILS

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## BRAKEFIX

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\*Ride away price includes all statutory costs. Freight may be extra.





# THE SHOT

WORDS & IMAGE: **MARK DADSWELL**

**T**his picture of Jeff on the new BMW S 1000 XR was taken during a two day launch of the bike out of Kingscliff on the Tweed Coast of NSW.

The main attraction of the ride, aside from riding the new BMW adventure bike, was to cover Lions Road, named as such as it was built by the Kyogle and Beaudesert Lions Club around 1969 over the McPherson Range via Richmond Gap. In the past decade the

Lions Road, named as such as it was built by the Kyogle and Beaudesert Lions Club around 1969 over the McPherson Range via Richmond Gap...

final gravel sections have given way to a full tarmac surface, although it is patchy and often in need of repair.

They're still maintaining the road with help from governments and private business and there is a donation box at the border, which grateful motorists can patronise. The road is ideal for motorcyclists with winding forest roads, blind corners and roller coaster skylines to test both the bike and riders skill. As the road flattens

out there is a 'Lions Road' signpost with rolling hills either side of the road, making a great location that tells the story of the road. I asked all riders to simply cruise past to allow me to get as close to the bike as possible, fill the frame with the bike but at the same time see the stunning scenery.

Of course Jeff came past on one wheel at probably close to 100km/h! Taken on my Canon 1DX with the 16-35 F4 lens, 1/1000 @ f11. **AB**



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## FRANK, 2005 HONDA CB1300S

Hey *Rapid*, a few years ago you published my GSX1400 in *My Ride*. Here is the latest that me and my brother have renovated. It's a 2005 CB1300S with many Powerbronze and other aftermarket parts. It's a terrific powerful all-rounder! Many thanks.

*Very nice Frank, that CB1300S is wicked mate!*



## BRYCE, 2009 SUZUKI SV650

This is my Suzuki SV650s, my mate's 2007 Hyosung GT250R, as well as my old 2005 Honda CB250.

The Suzuki SV650s has 15000km, Two Brothers carbon-fibre exhaust, fender eliminator, integrated clear tail lights, upgraded performance ECU, K&N airfilter, HEL braided brake lines and frame sliders. I'm always looking to spend more money on it and am looking at adjustable, extendable levers, carbon-fibre mirrors, tinted race screen, tinted light covers, flush mount LED indicators, custom seat cover and also about to start work on a battery switch system underglow kit.

*Nice bike Bryce, the SV650 are a great machine.*

## TONY, 2005 YAMAHA YZF-R1

I would like to share my '05 Yamaha YZF-R1. It's an awesome machine, handles extremely well and is a real head turner. It as many modifications and extras and goes extremely hard.

Here's a quick list – Carbon-fibre: screen, airbox cover, side covers, chain guard and hugger, and exhaust heat shield, CRG adjustable levers, Rizoma grips and 'bar-ends, Oggy Knobbs, gold plated Vortex adjustable rearsets, GYTR carbon-fibre mufflers, flush mount indicators, all bolts, rear pegs, rear brake, fuel cap, reservoir cap are 9ct gold plated, braided brake lines, anodised swing arm and sub frame, Limited Edition gold tank badges, gold R1 transfers. Enjoy the pictures, they were taken by Jamie Young!



*That's one seriously wild R1 and we imagine it's even better in the flesh.*



## GARY, HONDA CBX

I have been meaning to write in for a couple of years now but never quite got around to it. I'm a Welsh boy living in New Zealand and I own GP Motorcycle Wreckers a authorised Dynojet tuning centre. This is my CBX1000 Special. I didn't actually build this one, but I got it from the States but thought you might like it.

*That looks wicked with the carbon-fibre!*

## DEBORAH, BUELL XB12X, BMW S 1000 RR

My husband Mike loves his *Rapid Bikes* magazines and reads them from cover to cover. We have been owners of Harleys in the past but we needed something different in our lives.

We purchased a Buell Ulysses XB12X five years ago and it has been a fantastic bike to ride. She turns heads and a modified exhaust means she is heard before she is seen.

The Buell now has a garage mate as my husband's latest purchase is a BMW S 1000 RR from Motorline Motorrad in Brisbane – an awesome bunch of people.

The Buell is a great bike to ride and is very comfortable and fast. The BMW is just insane (my husbands words). The technology and specs are incredible. The ride is just awesome. One sexy machine and he just loves it.



*The S 1000 RR is a real weapon and the new 2015 models even more so!*





## GEORGE, 2003 SUZUKI HAYABUSA

Here is a pic of my current ride. My first ever bike was an RVF400 which I had for two years. Then when I saw this Busa and I had to have it. It was love at first sight. I ride every chance I get and have kept her looking brand new with a lot of polish and care. Current mods are SP-R

adjustable levers, Busa gel grips, carbon-fibre dash infills and frame covers, Scotts adjustable rear links, GI Pro gear indicator with ATRE, K&N airfilter, shortened Yoshi RS-3, custom undertail with built in LED lights and indicators and finished off with chrome rim stickers with Suzuki Racing emblems.

**Very nice George, here at Rapid we all love the Hayabusas, they are a great bike.**

## GEORGE, 2012 KAWASAKI ZX1000

I have been a *Rapid* reader since day dot and love all the project bike features and of course bike comparos.

A few years ago I bought a 2012 Kawasaki Ninja 1000 and enjoy this bike because it has real world grunt, comfort, luggage capacity and pretty good handling. Over the years I have had all the 1000's and one thing I find difficult is the combination of the above is lacking.

I would like to see *Rapid* get the Ninja 1000 from Kawasaki and use it as a project bike to show its full capabilities – with suspension mods, usual EFI development and tyres etc.

I believe this bike is a sleeper because compared with my previous 2007 R1, it hauls in the twisters and when I notice the tank is less than half full it handles pretty good. Given I have adjusted the stock suspension and still used stock tyres overall I am pretty happy. The equivalent, the Yamaha FZ1 needs an update so the Kawasaki is a good choice.

**Nice choice George, they are a great machine with heaps of potential for mods!**

## JASON, 2010 DUCATI HYPERMOTARD 1100 EVO

This is my Hypermotard that I bought from Fraser Motorcycles at Fairy Meadow because of the styling and the low-end grunt of the engine – it's a wheelie machine and fun to ride with an upright seating position.

I've done a fair few mods including fitting a Spark header and SC-Project muffler (which was a nightmare to fit!), Rizoma pressure plate springs and caps to the stock clutch, a Kyle Racing Ohlins steering damper, Andreani cartridge kits in the forks and revalved and resprung rear shock through Terry Hays Shock Treatment, a C2D tail with R6 taillight, a Ducati Performance race seat and carbon-fibre hugger, Pazzo levers, Woodcraft rearsets and a custom paint job by Dutchy's Motorcycle Spray Art from the original red to the black scheme seen here.

**That looks the business and must be a hoot to ride.**



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# I REMEMBER... **YAMAHA YZF750**

MEMORIES: **JEFF WARE**

Anyone who remembers Nitro Nori sideways wanted one of these...

## THE FIRST TIME...

It was 1993. I was a first year apprentice motorcycle mechanic at Willing's M/C in Wyong, NSW. One day a truck pulled up with a bigger than the usual motorbike crate on the back and we all had to hand lift the crate off. I remember cutting my hands on the sharp steel frame...

Anyway I didn't care. All I cared about was the bike that was inside that crate. A pink and white YZF750. One of the first in the country and certainly the first I'd seen outside of drooling over the test of the bike in the March 1993 issue of *Performance Bikes*.

Then it got better. Len Willing asked me to un-crate the bike. Of course, it was in his typical style of "Hey you little turd get that bike out of the crate and pre deliver it ASAP"! I was stoked. So, so stoked that if it had

have been possible I would have Twitter and Facebooked images immediately!

I carefully uncrated and PD'd that bike and I've never forgotten the feeling...

## WHAT MADE IT SPECIAL...

It was so, so much tricker than anything else I'd seen. Made a ZXR750 look like a tank. Had the biggest brakes ever. Had the biggest, fattest muffler imaginable and it looked seriously 1990s cool in pink and white (this was the days of Hypercolour T-Shirts). It looked like a real superbike and was. To me, the YZF quickly relegated my other favourite bike, the FZR1000, to sports tourer class.

I remember when the owner picked it up

I was in awe of him. I just had to have one but on \$150 a week for six days it was highly unlikely – I always owed half my pay to the food truck lady for pies and smokes!

## WOULD YOU...

Like to own one? Yes and I have had the opportunity to buy an immaculate one in the past but I just can't justify yet another bike in the shed. I've never had a good ride on one so I would like to experience ownership one day, even for a few months...

## WHAT ARE THE CHANCES...

Pretty slim. They hardly made an impact as the Fireblade was all conquering and the ZXR750M came out. The YZF750 was two years too late for Yamaha and it was 150cc too small thanks to the 900 'Blade. That means there are hardly any examples around and they are very rare. **RB**



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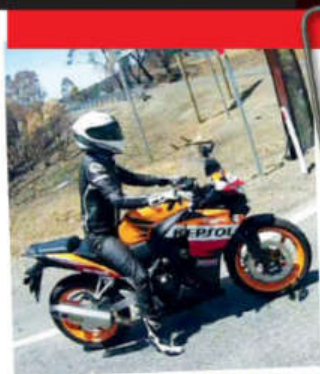


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## BECKZ ESS

**HOMETOWN:** ADELAIDE, SA.

**AGE:** 28

**OCCUPATION:** DISABILITY EMPLOYMENT SERVICE COORDINATOR BY DAY, DOOR BITCH BY NIGHT.



### WHAT WAS YOUR FIRST RIDE?

I've been a pillion since the age of five. I was the only child I knew getting picked up from Primary School on the back of a motorbike but my first bike is the one I'm on now – Honda Repsol CBR250R.

### HOW OLD WERE YOU?

27. I did buy my bike before I got my licence though.

### YOUR CURRENT BIKE?

Honda Repsol CBR250R.

### WHAT ARE YOUR HOBBIES AND INTERESTS?

Everything bike life. Ride days with my squad, MotoGP, Australian Superbikes...

### WHAT ARE YOUR AMBITIONS AND GOALS?

Travel for sure. So many MotoGP tracks to visit! Mugello is the number one, but I'm also pretty keen to try and double up PI and Sepang. I would also love to sort out a track bike at some stage.

### WHO INSPIRES YOU?

To ride? My dad. It's genetic.

My job is pretty inspiring too... I work with people with disability and it teaches me that even off the bike your life and ability can change in a single moment.

It's pretty inspiring to see what people, given opportunity, can achieve when they are told they can't.

### WHAT MAKES YOU HAPPY?

Spending time with my bikefam. Watching the MotoGP and going to track and drag days. Melbourne getaways are always fun and date nights with the man.

### WHAT MAKES YOU AGRO?

Being hungry, I get HAngry all the time. My fiancé would corroborate this.

### WHAT WOULD YOU NEVER DO AGAIN?

You know those old wooden rollercoasters in USA? Yeah, those.

### WHAT'S YOUR WORST HABIT?

Just being a girl about things.

### YOUR FAVE BIKE IS?

The 2015 Honda CBR1000RR SP Repsol Edition – it's a complete package.

### WHAT TUNES DO YOU LISTEN TO?

Mostly Trance but anything really... Believe it or not Limp Bizkit is still my favourite band.


### BESIDES *RAPID*, WHAT'S YOUR FAVOURITE MAGAZINE?

There's other magazines?

### WHAT'S THE BEST BIKE YOU'VE RIDDEN?

I've only ever ridden my own bike but being a pillion on the R1 around Mallala race track was pretty rad.

### WHO COULDN'T YOU DO IT WITHOUT?

My fiancé. He never complains when I go out on the bike, 'For an hour or two to have lunch with the girls,' and come home way past dark. He even bought me *Ride* so I could stay in and play on miserable days. He rides too, which makes things pretty awesome. 

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Motorcycle Art



# IF ONLY...

So Kawasaki have given us the track-only H2R and the detuned road-biased plain H2. We think there's a third way...

**D**oes your Hayabusa leave you feeling a little flat when you wind on the throttle? Is your ZX14 sending you to sleep on the freeway? What you need is a lighter, even more exhilarating way to enjoy 200bhp-plus in comfort while you devour kilometers and shred rear tyres.

What you need is a supercharger and Kawasaki have just the donor engine with the H2.

Here's what we'd like them to build.

## CHASSIS

The steel trellis frame used in the H2 is designed to aid engine cooling and allow a little flex to aid stability at speed, though we've added pillion pegs and strengthened the sub-frame to handle the extra weight of luggage too.

We've stayed with the stock 43mm USD forks, radial brakes and big 330mm rotors and single-sided swingarm but beefed up the rear shock, which now has a remote adjuster that is easily accessible. The standard handlebars are both higher and wider compared with the ZX-10Rs so we've kept them on as well.

## COLOURS







## BODYWORK

While the H2 and H2R are subtly different (the R has wings in place of mirrors) both could do with more wind protection for constant high speed cruising so we've gone one step further. Our bike gets a full fairing with vents to draw hot air away from the engine and a more substantial tail unit that features pop-up bungee points just like early ZZ-Rs, a faired-in silencer and a generously-sized old-fashioned grab-rail for good measure. As we'll actually want to ride in the dark as well, a strip of LED lights help cut through the night.

## ENGINE

The cooking version of the supercharged 1000cc powerplant is plenty enough when combined with a monstrous 98ft-lb of torque. The 16-valve engine may share dimensions with the ZX-10R but the 100,000rpm supercharger sitting behind the cylinder block is the jewel in the crown serving up fierce acceleration that will have you struggling to keep pace with the gear changes.

It's one of the most exciting engines we've tried and is guaranteed to get you and your pillion to the coast in the least time possible.





# KTM RC390

The KTM RC390 lives up to the KTM name, with sporty performance and agile handling...

**K**TM's 390 engined singles in the LAMS category are a standout option – they are slightly more expensive than many of the 300cc competition but there's a lot more than meets the eye to these learner options.

My first impression jumping on and heading off was, 'Wow, this thing has grunt for a LAMS bike...'. It's not quite in the same league as the premium 600cc LAMS machines but the performance on offer is absolutely great – KTM claim 43hp which combined with the dry weight of 147kg provides an exceptional power to weight ratio. It's also all delivered in the low to mid-range which is exactly where you want it for hooning around and general riding. It's not as peaky as the Ninja 300 or R3 but that's more than made up for in the mid-range, and at 110km/h there's plenty more on tap for overtaking maneuvers.

Vibrations are also minimal for a single-cylinder so unless you're really pushing the bike remains comfortable.

First gear is short, so a good twist of the wrist is rewarded by a quick upshift, with fueling faultless throughout the rev range. Particularly in first and second gear rolling off the throttle too drastically could unsettle the bike as you transition onto engine braking, with the better option being to take advantage of the RC390s awesome

**Super light, with impressive power, exceptional handling and space-age looks, the KTM RC390 is a great machine, whether you're learning or just looking for something light and nimble. It's super-capable and a hoot to ride.**

brakes with a smoother transition.

Despite having just a single front rotor, the four-piston caliper gives immense bite and stopping power, something shared with the rear single-piston item as well, no doubt aided by the bike's light weight.

Handling is super agile, with the WP front and rear suspension offering a sporty but compliant ride except over the more damaged or uneven of our Australian roads.

Front end feel is great and the rear is planted when ridden sportily, making rapid progress through your favourite twisties great fun and very rewarding. The bike is so light and nimble I actually had to reassess my riding style for the quick turn in and easy ability to change line mid-corner at a whim.

It's aimed towards the sportier end of the market which is my preference but for those living with terrible roads and long commutes it may not be so suited.

Comfort was mainly great, with an upright seating position and good reach to the 'bars and 'pegs, with a more naked than supersport feel to it.

For my 180cm frame the bike was just right while still being small although wind protection from the screen is minimal. The dash was a bit small for my liking although the only important information – speed, is clear, with a gear indicator a nice perk as well.

The seat was probably my biggest

## SPECIFICATIONS

### 2015 KTM RC390

**PRICE:** \$7,295 + ORC

**WARRANTY:** Two years/unlimited kilometres

**CLAIMED POWER:** 43hp[32kw]

**CLAIMED TORQUE:** 35.3Nm[26ft-lbs]@7000rpm

**DRY WEIGHT:** 139kg

**FUEL CAPACITY:** 10L

**ENGINE:** Liquid-cooled, DOHC, four-stroke single-cylinder, four-valve, 12.6:1 compression ratio, 89 x 60mm bore x stroke, 373cc

**GEARBOX:** Six-speed

**CLUTCH:** Wet, multi-disc

**CHASSIS:** Powder-coated steel, tubular space frame, light alloy swingarm

**SUSPENSION:** WP 43mmUSD forks, 120mm travel, WP Monoshock, 150mm travel

**BRAKES:** Bosch 9MB two channel ABS, single 300mm front rotor, four-piston radial caliper, single 230mm rear rotor, single-piston caliper

**WHEELS & TYRES:** Cast light alloy, 110/70ZR17, 150/60ZR17, Metzeler

### DIMENSIONS:

**SEAT HEIGHT:** 820mm

**WHEEL BASE:** 1340±15mm

**INSTRUMENTS:** Digital LCD display

point of contention considering how much I liked the RC390 – it was awful for any longer distance and commuting 45-minutes each way was about as long as it stayed comfortable. A cool feature was the fact the tail incorporates a pillion seat, despite looking like a racing tail, although I didn't have a chance to get anyone on the back to test it out.

Styling is probably the biggest note of contention for prospective buyers and the bike's fully faired for that sporty look, despite being more learner friendly ergonomically, with futuristic styling, an eye catching trellis frame and lightweight sporty rims. The sunken dual headlights aren't the most picturesque but lighting at night is exceptional, while the exhaust incorporated into the belly of the bike helps centralise weight.

It's the complete package and one of the LAMS bikes I would be seriously considering if I was buying. **RB**



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# STREET WILD

TEST: **JEFF WARE** PHOTOGRAPHY: **KRIS HODGSON, TIM MUNRO, DAVID HODGSON**

The new Aprilia RSV4 RR has undergone a huge number of refinements, making it faster on track yet more useable in the real world...

**W**ith 200-horsepower the new benchmark for the superbike category it is no surprise that Aprilia have quickly stepped up to the challenge with an all-new RSV4 RR. You can read the in-depth technical details on engine and chassis in our World Launch Report in issue #98.

The engine is still the trademark 65° V4 but is heavily revised with new camshafts, conrods, valves, gearbox, crankcases, pistons and more. The chassis has been tweaked to cope with the new power, with a longer swingarm, the engine lower in the frame, revised steering geometry and newly designed upper fairing.

The new RSV4 RR also has Race ABS as standard along with the full APRC (Aprilia Performance Ride Control), which includes aTC traction control, aWC wheelie control and aLC launch control with unlimited options to settings along with Sport, Track or Race maps with pre-set factory recommendations. Track and Race are similar; the difference being Track has more engine braking and is the best option

for fast road riding in good conditions.

Like all bikes these days, there is also an almost unlimited amount of options for dash display with the multi-function unit very comprehensive.

Aprilia have always been open about the fact that the RSV4 is built purely to win races – and it does that very well with over 54 Championship titles since 2009. The new model is no different – pure racetrack performance and nothing else went into development, however, the bike is actually pretty good on the road, thanks to the option of various maps and the fantastic engine management of all that horsepower. In fact, compared to the 1299 Panigale or Yamaha R1, the RSV4 is smooth and a little easier to ride on the street – in much the same way that the silky smooth BMW S 1000 RR is. Aprilia have done a great job in dampening the delivery of the short stroke 999.6cc engine, which with 13.6:1 compression and a lightweight crankshaft holding four big pistons, could easily tear your arms off and have an on-off power delivery.

## THE RIDE

This is the most compact bike in class, yet is one of the roomiest and has a natural riding position. The seat is tall, the 'pegs high and the 'bars sporty but not radically low, therefore a neutral riding position results – giving good control, no arm pump and free movement.

There is also the quality – Aprilia do it well. The welds, machining, plastics, paint, switches and styling are all







typically top quality and very easy on the eye.

My first outing on the RSV4 RR was from the importers in Western Sydney back to my home on the NSW Central Coast. It's 100km with around half of it urban sprawl. Over the full test period,

however, I did around 500km.

The RSV4 is tall, narrow with a short reach to the 'bars. The clutch is quite heavy in action in traffic and the mirrors are good for checking armpit hair but no much else – usual sportsbike stuff. What impressed me

immediately was the gentle initial bite of the brakes. Super powerful but very well modulated and controlled, combined with plush enough forks to soak up urban bumps while giving support under brakes as well. The rear brake is not the best. I found it lacked feel and power. I love rear brake, it helps me balance a bike and gives me confidence. The final gearing is also tall to the extreme and not suitable for the road.

Second gear is all you need, which is crazy, and a lot of revs are required, along with clutch slip, to get off the line. At least a tooth less on the front is required as a starting point. ▀





1



2



3

In Sport Mode the throttle is smooth enough. For a RbW system of a bike with 200hp, the smoothness of the throttle is impressive. The engine temp remains stable in traffic and the switchgear is easy and falls to hand, however, I found the quickshifter consistent but the actual shift is a stiff one, so really needs a good boot to go up a cog. Overall the RSV4 is not bad in the urban sprawl, not that an owner will want to spend time there but you do need to get to the mountains somehow, right?

After a short freeway stint of 20km or so, where I was eager to test the new upper fairing design said to be more comfortable for taller riders (it's not comfortable, it's windy like any sportsbike on the freeway!), I took my fave exit and put my head down for a blast up the twisties.

It was a fine winter's day with no traffic and just me and the RSV4, pure bliss. No cops either, not that I'd break the speed limit, right?

There are eight levels of Traction Control and the toggle switch is at your left thumb. This was a sore point for me as I could not always feel the switch and was soon accidentally

changing the settings. It is even possible to turn it off without realising. I was warned by Aprilia so was being mindful of it but it still happened. Reminded me of the Suzuki GSX-R1000 Mode switch when it went to the thumb button. I'm hoping Aprilia change this switch next year... The Modes are easy to flip through, also on the left switch block.

I used Sport Mode initially with aTC on 5. Riding at an average pace, the bike is fantastic. The front-end is confidence inspiring, with initial turn-in sharp and responsive without oversteering. From upright to full lean into a turn, even with bumps, the RSV4 arcs into the turn progressively and once on its side is happy to stay there, with no 'stand up' on brakes or bumps. This is a truly fantastic chassis. The engine position, swingarm pivot and steering angle are all adjustable but to be honest, it's right the way it is so I would never touch it. Well, I found the new steering angle a little nervous at times on the road, which made me nervous too, but I never had any really bad shakes. So that would be the only tweak I would test out.

The brakes are brilliant, with great feel and ease of control. I didn't have the ABS engage on the street but it is always nice to know it is there, in this case on Level 2 of 3.

The lack of reverse blip shifter is

**1. The Aprilia RSV4 features an adjustable chassis from the 2014 model. 2. Fully adjustable Sachs rear shock. 3. Radial Brembo Monobloc calipers provide awesome stopping power and are backed up by Bosch ABS with Rear Lift-Up Mitigation.**

fine with me, I much prefer to control downshifts myself on the street due to the variable surfaces encountered from turn to turn and modulate engine braking with my left hand rather than rely on other control. However, reverse blip would be good on track.

I soon up the pace and find the connection between me and the engine/rear wheel lacking in Sport so bump it to Track with aTC changed to L1. The bike comes alive even more and gives a very direct feel. Fantastic and thrilling are words that spring to mind instantly!

The Pirelli Supercorsa SP tyres are a road and track day sports tyre and although offer good handling through profile and good grip in a range of surfaces and temperature. It's cold on this particular day and they do lack feel but on a warmer day later in the test there was some improvement. More on that in the track test...

When the going got fast road pace (again all legal of course), things got busy but I stayed cool, calm and collected on the RSV4. It's not tiring, it is confidence inspiring and the stock suspension settings plusher than you would imagine for a pure sportsbike. Any softer would be too soft, in fact. Overall a fantastic road bike, even if it is by default. I would not want to be a pillion though!







## ON TRACK

I managed to do a few sessions at an Aprilia track test at SMSP during a Steve Brouggy day. The bike was in Race Mode and ABS on Level 1. The tyres were stock but suspension on Aprilia recommended track settings.

In the first session I rode alone and familiarised myself with the bike on track, in the second session I rode flat out with Heath Griffin who was on his Project Staff Bikes Ducati 1299 Panigale. We wanted to compare the two and the results are what we expected. The Duke has the punch off the turns, particularly onto the chute, where it gets 15m on the RSV4. However, the RSV4 starts to reel the Panigale in up top but does not quite get there.

Around the back of the track it was close, with the Aprilia having an agility advantage but that Ducati having the punch off the turns. The Aprilia has the superior chassis and engine smoothness and character but the Duke is quicker. I had the wheelie control on, which was a mistake, so we need to revisit this, as the RSV4 will have more punch off turns with aWC off.

On track the RSV4 is almost without fault! The chassis is stunning, it really does feel like a 250. The engine is so, so controllable and useable and despite the insane acceleration and speed, not at all tiring to ride. The bike goes wherever you look, is stable

on the brakes, holds a tight line and is incredibly manoeuvrable. This was not a shootout of course but it is worth noting that on stock settings the YZF-R1, S 1000 RR and 1299 Panigale are more aggressive and a little harder to ride, particularly the Yamaha. The Aprilia is good straight out of the shipping crate. The only limiting factor as our pace hotted up were the Pirelli Supercorsa SP tyres. I found their limit very quickly and relied on the aTC and Race ABC to keep me on track from that point forward. Well I was not going to let Heath beat me was I?

I lost the front into T2 on the brakes, a full cross up, and the bike saved itself and me. I also lost the back around T8, big time, and the aTC saved that. I knew they would so I was just riding flat out. That's the cool thing about electronics that work so well, you can trust them and just ride like a crazy man on the track!

At \$25k ride away the RSV4 is good value, there is no other way to describe it in terms of bang for buck. Get to an Aprilia dealer now and try one. You can even opt for the full Race Pack for an extra six grand.

## SECOND OPINION

As primarily a road rider I was interested to see just how the RSV4 RR handled our often poor and over-policed roads. As it turns out it was



1. The tail is a minimalist sporty item and pillions are obviously not a concern on the RSV4. 2. The pegs and foot controls are comfortable, although the RSV4 is a relatively small and light bike. 3. Controls are easy but the traction control toggles - the silver button and matching negative button on the other side - can be knocked during riding, altering your aTC setting on the run without knowing.





without breaking a sweat. Fuelling is faultless and combined with the slipper clutch on and off the throttle the RSV4 is a joy to ride, especially aggressively – acceleration is just jaw dropping and addictive with the quickshifter offering seamless upshifts, but not including an auto-blip downshift feature unlike some of the competition.

I wasn't overly fussed, as the gearbox is smooth, with only the heavier clutch action noticeable in traffic; with a bit of feathering required for really slow speed riding. I did at one point only get 30km out of the reserve tank with some heavy traffic, with less than 200km out of a whole tank but this was riding at a sportsbike pace. The next ride on the other hand offered closer to the 300km mark for comparison.

The chassis and suspension combine to provide exceptional feel and grip, with firm suspension that would occasionally have the rear kicking up over bigger bumps. I found myself exaggerating my usual positioning and hanging off the bike a bit more through the twisties, giving that rail-like experience through the corners, where the super-agile bike would otherwise have me inadvertently changing and then correcting my line mid corner.

Traditional suspension, rather than the popular electronically controlled systems, was good – particularly the

front – out of the box with plenty of room for adjustment, while Brembo brakes are powerful but without quite the same level of bite as those I experienced on the new S 1000 RR, something that works in the Aprilia's favour in my opinion.

With the engine proving exceptional – albeit with tall gearing for the road, the APRC needs mentioning. I have to admit I didn't get any ABS or traction control activation, using Sport mode, rather than Track or Race. I did however have all dry weather during the testing period and with the power on hand I can see the ABS and TC being worthwhile in dicey conditions, or for pushing the envelope a bit more. Launch and wheelie control like-wise weren't something I had much of a chance to test out on the road.

The lasting impression the Aprilia RSV4 RR left was of a bike that handled like a 125 or 250 in a super compact package but with enough power to attempt a moon launch.

Road manners are surprisingly good and while the RSV4 RR is no commuter, it's capable of handling anything thrown at it, including the heaviest of traffic and our sometimes-terrible road conditions. The only thing it isn't so suited to is keeping your license... it's just too much fun and too quick! – **Kris Hodgson**. **AB**

A bit of clutch feathering may be required in heavy traffic on board the RSV4, but the bike itself is an exceptional road bike when you consider it was designed for the track and racing. Shorter gearing would definitely be a benefit however.

## SPECIFICATIONS

### APRILIA RSV4 RR

aprilias.com.au

**PRICE:** \$25,000 + ORC

**WARRANTY:** Two-year, unlimited kilometre

**COLOURS:** Black, Silver

**CLAIMED POWER:** 150kW[201bhp]@13000rpm

**CLAIMED TORQUE:** 115Nm[85ft-lbs]@10500rpm

**DRY WEIGHT:** 180kg

**FUEL CAPACITY:** 18.5L

**ENGINE:** Liquid-cooled, DOHC 65° V4, 16-valve four stroke, 78 x 52.3mm bore x stroke, 999cc, 13.6:1 compression, four Marelli injectors, four Dell'Orto 48mm throttle-bodies, ATC, RbW, ABS, AQS, AWC, ALC, four-into-two-into-one silencer,

**GEARBOX:** Six speed, cassette-type

**CLUTCH:** Wet multiplate, mechanical slipper

**CHASSIS:** Aluminium perimeter frame, adjustable headstock, rake engine height, swingarm pivot height, double-braced aluminium swingarm, **RAKE:** 26.5°, **TRAIL:** 104mm

**SUSPENSION:** 43mm fully adjustable 43mm Sachs forks, fully adjustable Sachs shock

**BRAKES:** Bosch ABS with RLM, Dual 320mm rotors, four-piston radial-Monobloc Brembo calipers, Brembo radial master-cylinder, single 220mm rear rotor, two-piston Brembo caliper

**WHEELS & TYRES:** Cast aluminium three-split spoke, 3.50 x 17in, 6.00 x 17in, 120/70 – 17, 200/55 – 17

**DIMENSIONS: WHEELBASE:** 1445mm

**SEAT HEIGHT:** 847mm

**INSTRUMENTS:** Analogue gauges, digital LCD display





# STYLE AND PERFORMANCE

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TEST: **JEFF WARE** PHOTOGRAPHY: **TIM MUNRO, KRIS HODGSON**

# BLING BEEMER

We recently spent a few weeks living with a blinged up version of the S 1000 RR to see how it goes on the streets...

**T**he latest BMW S 1000 RR needs no introduction to our pages, with Roland Brown bringing us the World Launch Report and Pommie the local Phillip Island report in previous issues. You can read all of the technical breakouts in those articles. I'm going to focus on what the bike is like out in the real world and do a few sessions at a track day also.

The bike I tested for a few weeks had some tasty bling fitted by BMW. It had lots of carbon-fibre – front guard, chain guard, rear hugger, heel guard,

bellypan, front guard, upper inserts and airbox cover. It also had billet levers, billet race rearsets, a 200/55 – 17in Pirelli Supercorsa SP rear tyre (standard is 190), heated grips, DDC, indicators, an alarm, forged alloy wheels and special paint (Motorsport). I'm sure you would agree, it looks amazing.

Having spent a lot of time on the Ducati 1299, Aprilia RSV4 RR, YZF-R1 and R1M on the road, I was interested to see how the BMW went. I knew it was going to be good but how good was the question on my mind...





The S 1000 RR is a bike I am very familiar with. I attended the original model's world launch in Portugal and that bike blew me away like the first GSX-R1000 did when I tested that in 2001. The first S 1000 RR took everything to a new level and the other manufacturers really had to stand up and take notice.

Since the first commercial model in 2010 the S 1000 RR has continued to improve, with more electronics and a more useable spread of power. For 2015 BMW have focussed mainly on broader power and handling refinements, along with the gorgeous styling updates.

In short, the cylinder-head and intake side of things has been the main focus, shortening intake tracts to obtain mid-range and bottom end – a more responsive 'gulp'. The intake cam is part of that, along with revised airbox, exhaust and electronics of course.

The chassis has been tweaked with a steeper steering angle, revised trail and a longer swingarm, with the engine tilted to 32°, same as the first model.

My first spin on the S 1000 RR came on a rainy, cold morning in late August,

brakes having even more initial bite due to the reduction in weight. In fact, I found the brakes too powerful on initial bite, upsetting the bike and overpowering the Pirelli tyre on initial application, even with a single finger touch – the first time I have ever said that in a test.

DDC settings can be customised but I test as standard – however, an owner could tune it out.

In the wet and slippery conditions I would like the option to turn the reverse shift quickshifter off. I still prefer to backshift the old way in almost all conditions on the road and modulate engine braking and revs myself as conditions change from turn to turn.

The Pirelli trackday/sports tyres are good in the wet despite almost slick-like appearance. The 200-section rear tyre fitted to the bike also meant the steering angle was a bit steeper than stock, so the bike was a little nervous in the slick conditions and I can't say I felt confident on it – which is rare, as BMW motorcycles generally excel in wet conditions. The bike was fitted with aftermarket billet levers, which look great but lack the feel offered by the




The engine makes the bike a much better streetbike and a good chassis backs the engine.

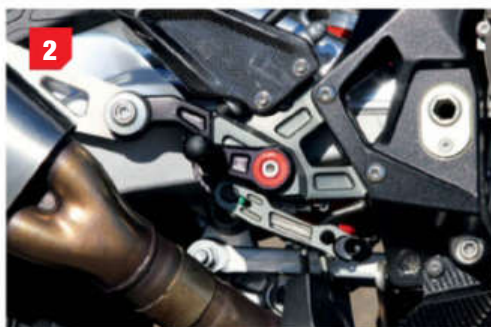
so heated grips on two, Rain mode engaged and off I went.

The throttle is super smooth in Rain mode but the DDC suspension settings, particularly the front, are soft, making the bike feel front heavy like the previous model. The feeling was highlighted particularly with the fitment of the forged wheels, with the already powerful front

stock levers. The clutch lever adjustment also caused an intermittent problem where the shifter would not work.

My next ride was dry and I used Sport mode and then Race mode and words fail to describe just how quick this bike is and what a top job BMW have done at extracting torque and mid-range from this engine, while retaining, and increasing, 





the amazing top-end. It truly is fast and thrilling to ride.

There is power everywhere but it really starts to haul from 5000rpm. It doesn't have the initial punch of the 1299 of course, being an inline four, but the mid-range and top-end is out of this world. It feels stronger than the RSV4 RR and R1/R1M and the quickest road bike aside from the H2 that I've ridden this year.

When it was working, the quickshifter was typically BMW perfection but the downshifts feel spongy and a good look at the set-up revealed why. The pressure switch, which is two-way, allows an extra 10mm or so of lever travel past the shift point. So there is excessive lever travel and it is hard to feel the shift due to no 'solid stop' as in when a gear is engaged.

It feels like the gearlever is rubber and bends on downshifts. The misfiring problem turned out to be the clutch switch. With the aftermarket levers fitted, there had to be zero cable free play. The faster I went, the more the lever would be blown back by the wind, releasing the switch and then the quickshifter did not work. It was very confusing until a

California Superbike School staff member noticed and fixed it for me. Then there were no more problems.

The throttle action is silky smooth on the S 1000 RR and power seamless. The engine makes the bike a much better streetbike and a good chassis backs the engine.

The steeper steering angle and revised trail, along with the longer swingarm, means the S 1000 RR has a tendency to go where you look, something not quite there previously and a real asset on the road. The bike tracks through turns nicely and the DDC is overall a firm ride but it really is brilliant. Yes, you could set-up mechanical suspension better for a given road but there is no chance you can get a normal set-up to work so well everywhere. DDC as an option is a no brainer for me and I could not fault it on the road. The harder I pushed the better the bike got.

I headed to a track day on the S 1000 RR, as I really needed to get a feel for the bike on the limit, without going to the slammer! Again, I headed off early in the morning on a freezing August day. Heated grips and winter jacket over my leathers, I was so comfy and toasty on

**1. The front brake system is staggering with incredible bite.**

**2. The HP Footrest System is light, adjustable and has carbon-fibre heel guards. 3. The HP Pro Gearshift Assistant makes up and downshifts effortless.**

**4. The BMW HP clutch lever needs to be carefully adjusted or it can effect the quickshifter.**

**5. Carbon-fibre goodies like this tank cover, under tank panels and plenty more make this S 1000 RR look stunning.**

**6. The revised, longer swingarm helps get power to the ground.**

the Beemer, heading 100km from home to track with all of the daily commuters. It was hard to comprehend I was on a sportsbike, let alone one of the fastest motorcycles on the planet.

It is comfortable, refined, and smooth and the new fairing offers good protection from the elements. This really is a good roadbike.

So I arrive at the track, sign in, take my winter jacket and gloves off, set the bike to Race and the next minute I am riding the quickest out of the crate inline-four I have ever ridden on a track.

At one point I was exiting the final turn behind a rider of similar pace who was on a 2014 S 1000 RR. Mid track I passed the rider at warp speed. It is that much quicker this year. I also went past a Kawasaki superbike with a rider on board that had just passed me on the final turn. I just opened the throttle. See you later. Amazing.

Handling is brilliant. Again, the DDC offers a great all-round set-up and adjusts to the variables. I would have liked to ride the bike on a 190/55 – tyre though, as I feel that would make the bike more





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Dave McKenna  
Australian Stunt Rider







nimble on direction change and make the front-end less nervous than the oversized 200 did.

Overall a top streetbike with a true Jekyll and Hyde personality.

## SECOND OPINION

On the road the S 1000 RR has an engine that's almost incomparable, power comes on so smooth, with such a great connection between the throttle and drive. It starts docile, super controllable and readily useable in the worst of traffic and turns into the sensation that lets you know you're moving fast, really fast. On the old models law breaking speeds were only a flick of the wrist away but now on the new bike it's even more aggressive and builds power even faster – it just feels more raw...

On the track the torque was just incredible and combined with the bike's agility meant I was easily able to alter my line and while I'm not a fast track rider I was feeling exceptionally confident in the new S 1000 RR just a few corners in.

The Brembo brakes are stronger than ever to the point that I had to be careful using them. What somewhat offsets the strength of the front brakes is the electronic suspension which keeps the bike firm and stops dive into the forks, meaning you aren't unsettled by that astronomical stopping power.

On the road I struggled to get used to the firmer suspension and couldn't quite get at home with how this effected the ride, then I went out on track and everything made sense – the bike was just so sorted at SMSP that I was almost

**The S 1000 RR is a sensational road sportsbike thanks to a smooth grunty engine and top electronics.**

instantly more confident on the S 1000 RR than I've ever been on anything before.

Where on road the suspension in Sport was too stiff for my liking and didn't respond as I'm used to (although it's something you would no doubt get used to with more time), on the track it combined with the strong engine and exceptional brakes in a package that literally blew me away.

Even for a rider of my (more limited) riding skill this bike was an absolute weapon but not in a, 'Am I coming home in one piece'-way, but in being an absolute joy to ride with a level of control that brought my expectations to a new level, while knowing I would have to do something seriously stupid to ruffle the bike's rock solid handling.

– KRIS HODGSON **RB**

## SPECIFICATIONS

### 2015 BMW S 1000 RR (DYNAMIC PACKAGE)

**PRICE:** \$22,990 + ORC (\$1,050 extra)

**WARRANTY:** Two years/unlimited kilometres

**COLOURS:** Racing Red/Light White, Black Storm metallic and BMW Motorsport

**CLAIMED POWER:** 199hp[146kw]@13500rpm

**CLAIMED TORQUE:** 113Nm [83.34 lb-ft]@10500rpm

**WET WEIGHT:** 204kg

**FUEL CAPACITY:** 17.5L

**ENGINE:** Liquid-cooled, four-stroke, in-line four-cylinder, DOHC, four-valves per cylinder, 80 x 49.7mm bore x stroke, 999cc, 13:0.1 compression, DTC, GSA-P, Riding Mode Pro, cruise control

**GEARBOX:** Six-speed

**CLUTCH:** Wet clutch

**CHASSIS:** Aluminium composite bridge frame, partially self-supporting engine, aluminium two-sided swingarm, Rake: 23.5°, Trail: 96.5mm

**SUSPENSION:** (DDC), USD 46mm telescopic forks, (electronic compression and rebound adjustable), pre-load adjustable central spring, ASC (Automatic Stability Control)

**BRAKES:** Linked BMW Motorrad Race ABS, dual floating 320mm front rotors, Brembo four-piston radial calipers, single 220mm rear rotor, single-piston floating Brembo caliper

**WHEELS AND TYRES:** Forged aluminium 10-spoke, 3.50 x 17in, 6.0 x 17in, 120/70ZR17, 200/55ZR17 Pirelli Supercorsa SP

**DIMENSIONS:**

**SEAT HEIGHT:** 815mm,

**OVERALL HEIGHT:** N/A,

**OVERALL LENGTH:** N/A,

**WHEEL BASE:** 1438mm

**INSTRUMENTS:** Analogue tachometer, multi-function display onboard computer



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WORDS: **KRIS HODGSON** PHOTOGRAPHY: **TIM MUNRO**

# GRANDE **F3**

MV Agusta's F3 800 takes performance to a whole new level...

**M**

V Agusta's F3 is really something special and that's a statement I make having ridden

not only the F3 but also the Ducati 899 Panigale and the GSX-R750, the current competition for the 800.

The F3 800 just oozes raw sex appeal, with a note at idle that has an edge suggesting the possibility of grin (and police chase) inducing performance at the flick of your wrist.

The bike is super compact, perfect for my 180cm height and proportions, with my knees falling into the molded tank and reach to the 'bars easy, with an aggressive pitch that helps me become part of the bike, rather than a passenger on it.

The quality of the finish is great, with stylish mirror integrated indicators providing good visibility for other road users, if only relatively typical sportsbike view behind you. Yep, you'll be tucking those elbows in!

Iconically MV Agusta fairings are reminiscent of the original F4, with high spec brakes, snazzy wheels and fully adjustable suspension joined by a electronics package with huge levels of customisability and control, if you don't find one of the standard modes suits your needs.

The trellis frame is visible in red, which is a very nice touch if you ask me, with the triple-piped exhaust angrily erupting from the rear of the fairing, and the underbelly collector nicely hidden behind the fairings.

The fairings themselves are also a great mix of natural curves with aggressive angles, particularly around the headlight, with typical Italian style well represented.

Of course the next question is whether the new F3 800 has the performance to match its stunning looks and MV Agusta's legendary history on and off the race track...







## THE RIDE

Torque from a standstill is easily fed on via the RbW and MV Motor & Vehicle Integrated Control System (MVICS) and develops quickly and effortlessly, with the engine spooling up and accelerating the F3 away with incredible drive.

Gearing is tall and power just keeps building, until I snick into second thanks to the quickshifter, with the speedo reading 70km/h in first gear and the gear change more a matter of habit than any necessity.

Part of the appeal to the 800 is that it's almost the same as the 675, apart from having considerably more power and torque. The rev limit has been brought down from 15000 to 13500rpm as a compromise but the bike's weigh exactly the same amount and the 800 is adept at delivering power and torque in a manner that ensures, as a road bike, you're in a happy place.

Opening the throttle the acceleration is blinding with a triple howl developing and levels of performance I've come to expect from superbikes, not machines sitting squarely between the 600 and 1000cc machines.

The engine is reminiscent of the Rivale, but both rawer and more controlled, with the RbW system managing the engine both on and off the throttle in a much more forgiving fashion. There's no throttle-chop and the transition on and off power, and on and off the slipper clutch is smooth and controllable, with the bike rewarding smooth rider inputs and planning ahead in spades.

When our group is split by an incredibly slow moving vehicle that I didn't quite make it past during an overtaking lane, I ready myself for an overtaking maneuver. It appears and I open the throttle and shoot forward with tremendous acceleration and drive, easily leaving the dawdler behind but hitting a considerable bump in the road surface. The F3 bucks, the hard seat doesn't provide much cushioning but the bike's already settled and I'm moving on, with the main thought left in my mind being just how seriously quick this bike is.

The 798cc triple-cylinder is an absolute gem but it's joined by an impressive chassis and suspension set-up – which while on the firm sports side, combines with a short wheelbase to provide telepathic steering. The fully adjustable Marzocchi 43mm forks handle everything in their stride, while the shock has a bit more kick than I'd like over poor road surfaces, but doesn't overly unsettle the bike. It's mainly rider comfort that suffers but it's also fully adjustable and not set up for me specifically. Having been on various MV Agusta bikes all day I was actually surprised to find the F3 much more comfortable than expected, keeping in mind this is a full on sportsbike.

Cornering is a joy, particularly over good surfaces and the bike's great agility really sucks you in, allowing you to carry great corner speed with the feeling





of running on rails. It's rock solid and particularly on the road where I don't like getting too close to the middle line particularly on twisties with poor vision I could easily narrow the amount of road I was using and power through on any line of my choice.

The Brembo brakes are also well suited to the bike, offering great stopping power. Bite wasn't a standout until I jumped back on my regular ride heading home later that night and realised it was actually deceptively strong with great modulation and the Marzocchi forks really help prevent too much weight transfer on the anchors.

Electronics are a standout in that the RbW system does a great job and traction control and ABS with rear wheel lift mitigation are nice additions. In the dry the bike's so controllable it'd be rare to need either except over unexpected road hazards however the engine is aggressive enough that in the wet they'll no doubt earn their keep, especially with the amount of crud on our over-travelled roads. The quickshifter also benefits from a more aggressive approach, shifting too low could feel clunky – keeping in mind this bike was practically brand new, and keeping hard on the throttle seemed to provide the smoothest shifts.

With looks that take me back to first seeing the MV Agusta F4, the F3 800 has the performance to match its looks and is an awesome characterful Italian machine.

I didn't have time to truly test out the electronics package on offer, with just a few hours on the bike using the preset modes, but the huge level of customisability is sure to land the bike in good stead even with the most demanding of riders.

I also wasn't sure whether the F3 would be as comfortable road as it obviously is designed to be on the track but MV Agusta have done a great job to make it so.

## TRACK OPINION

The F3 800 feels just like the 675 to sit on. In fact it shares the same wheelbase and even claimed weight of 173kg. Steering angle is the same and the only real changes are improvements to the Mikuni EMS and the upped capacity – done with increased bore over the 675 while retaining the 79mm stroke. In actual fact, this engine was always designed to be an 800 – and the 675 is a sleeved down version to accommodate World Supersport rules.

I have to admit I was not looking forward to my first laps on the F3 800, as it was only a few degrees at the track and with no warmers and new Pirelli Diablo Supercorsa SP tyres, I was concerned the MV F3 throttle would spit me off in no time...

I needn't have been concerned, as by the time I negotiated the off-camber tightening radius turn two, I knew MV had fixed the issue. The fuelling and throttle control is much better. Not perfect but much closer to where it should be. This makes the bike nice to ride, the way it should be... I spent the next 15-minutes easing into it on the cold slippery track and the 800 gave me complete confidence.

## CHASSIS

The F3 800 uses the same ALS steel tubular trellis frame with cast aluminium side-plates and aluminium alloy single-sided swingarm as the F3 675, with the bike's claimed 173kg dry weight exactly the same as the lower capacity model. The Brembo front brakes are radial Monobloc M4 units with beefed up 34mm pistons, which in turn has meant the Marzocchi spring rates are revised over the 675 to take into account the greater braking force.

The Marzocchi forks are 43mm USD items, offering rebound, compression and preload adjustment, with the Sachs rear shock offering the same array of adjustability.



The rear brake caliper is a two-piston Brembo item and is mated to a 220mm rotor.

Aluminium alloy 10-spoke 17in wheels are found front and rear, with a 3.50in front and 5.50in rear, taking 120/70 – 17 and 180/55 – 17 rubber.

A short wheelbase of 1380mm and focus on weight centralization both assist in making the F3 800 extremely agile.

## ENGINE

The F3 800 features a three-cylinder, four stroke engine with DOHC and four-valves per cylinder. Compression is a higher 13.3:1 compared to the F3 675, while the larger bore is due to the 675 being sleeved down for WSS competition.

The rev limit has also been lowered to 13,500rpm to ensure engine longevity.

Power is up to 148hp at the crank, with three 50mm throttle bodies – one per cylinder – with two injectors each serving to deliver fuel and controlled by the Mikuni RbW and MVICS system.

Valves are titanium items to reduce weight and a counter-rotating crankshaft was adopted to reduce directional inertia, making for a more responsive ride.

The compact engine also features a closed-deck shell-cast crankcase with integral bores, with



water and oil circuits incorporated into the crankcase, with internal pumps.

To deal with the additional power being generated by the larger 800cc engine the clutch was also revised with an additional two clutch plates and is cooled by engine oil, while performing slipper duties and controlled via a cable.





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It handles better than the previous 675s I've ridden and the Brembo brakes, Marzocchi forks combo offers up confidence-inspiring feel in the tricky conditions.

With a warm up session out of the way and some temperature in the track, I was able to push a lot harder. First of all, I had the MV technician on hand add a load more front preload front and rear as well as compression damping. The standard settings are soft in the extreme for track use but would be nice on road.

With much better balance and support, I put my head down and the 800 woke up like a sleeping pit bull terrier!

This bike is fast, agile and most importantly really good fun to ride. It goes where you look, steers where you want it to steer with accurate intuition and has fantastic mid corner manners. Turn-in is fast and accurate on or off the brakes, upright to full lean is progressive

and smooth and then the bike happily sits on its side through the turn. You can get on the throttle very early thanks to the tractable nature of the counter-rotating crankshaft engine. There really is no need for traction control as the bike hooks up like it is on qualifying slicks.

The riding position is neutral and comfortable and keeps you relaxed, particularly your arms, and the footpegs did not touch down once.

The quickshifter was OK without being great, and could do with a shorter kill time between shifts in the lower gears. Engine braking I found a little too heavy into the slower corners but fine everywhere else.

I got a top speed from the 800 of 257km/h, on par with the 899 Ducati and slightly more than the GSX-R750.

Overall I rate the F3 800 highly and MV has done a great job refining the bike this year. – **JEFF WARE**

## SPECIFICATIONS

### MV AGUSTA F3 800

mvagusta.com.au

**PRICE:** \$19,990 + ORC

**WARRANTY:** Two-year, unlimited kilometer, two-year roadside assistance

**COLOURS:** Pearl Ice White/ Matt Avio Grey, Red/Ago Silver, Matt Metallic Senna Black

**CLAIMED POWER:** 108.8kW[148hp]@13000rpm

**CLAIMED TORQUE:** 88Nm[65ft-lbs]10600rpm

**DRY WEIGHT:** 173kg

**FUEL CAPACITY:** 16.5L

**ENGINE:** Liquid-cooled, three-cylinder, four-stroke, 12-valve, DOHC, 798cc, 13.3:1 compression, 79 x 54.3mm bore x stroke, MVICS, six-injectors, Mikuni RbW, ride maps, TC, EAS

**GEARBOX:** Six speed, cassette style

**CLUTCH:** Wet, multi-disc slipper clutch

**CHASSIS:** ALS Steel tubular trellis frame, aluminium alloy single-sided swingarm,

**RAKE:** N/A°, **TRAIL:** 99mm

**SUSPENSION:** Marzocchi 43mm USD forks, rebound, compression and preload adjustable, 125mm travel, Progressive Sachs shock, rebound, compression and preload adjustable, 123mm travel

**BRAKES:** Bosch 9+ ABS with RLM, dual 320mm floating front rotors, Brembo radial Monobloc four-piston calipers, 220mm rear rotor, Brembo two-piston caliper

**WHEELS & TYRES:** 10-spoke aluminium alloy, 3.50 x 17in, 5.50 x 17in, 120/70 – 17, 180/55 – 17, Pirelli MT 60 RS

### DIMENSIONS:

**WHEELBASE:** 1380mm

**SEAT HEIGHT:** 805mm

**OVERALL LENGTH:** 2060mm

**OVERALL WIDTH:** 725mm

**INSTRUMENTS:** Digital multifunction display

## ELECTRONICS

The F3 800 features a huge amount of technology, starting with the Mikuni RbW system, Eldor EM2.0 ECU and Motor & Vehicle Integrated Control System (MVICS), which have been further refined over previous models, with the 50mm throttle-bodies offering greater fuel flow than those on the 675.

Four maps are available – Rain, Normal Sport and Custom, with the fourth allowing for total customisability.

In Custom mode Gas Sensitivity,

Engine Response, Rpm limiter, Maximum Torque and Engine Brake settings can all be individually modified, allowing a much greater level of control and adjustability over the bike's riding manners.

Traction Control also offers eight levels of adjustment and the Bosch 9+ ABS which comes as standard includes rear wheel lift mitigation. The Electronically Assisted Shift quick shift (MV EAS) takes into account rpm, throttle and gear position and calculates the most efficient power



cut to allow an upshift, but at low rpm in the lower gears and off the throttle is not always the smoothest.

The digital display is simple and compact but offers plenty of information.







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Neck pain?

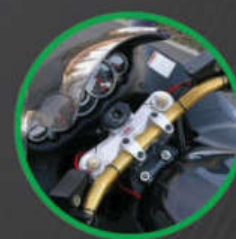
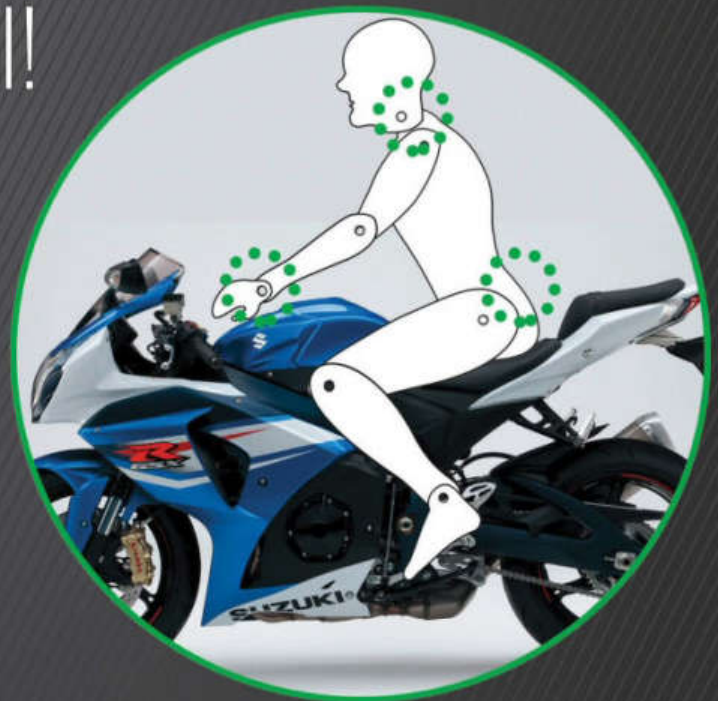
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# DUCATI SCRAMBLER

Old school style and mentality meets new technology, with great results...

WORDS: KRIS HODGSON IMAGES: JEFF WARE, KRIS HODGSON

**S**crabblers may have been created in the early 20th century as all-terrain machines designed for racing with specific aims but Ducati have taken that concept and reinvented it, much as they did with their Streetfighter.

Indeed the Ducati Scrambler, which I first saw at the Bondi launch, follows many of the early scrambler queues – it's light, with a minimal seat, plenty of torque, simple, with a small tank and chunky rubber. Spoked wheels are optional depending on the model you choose, but the Ducati Scrambler looks the business and has the appeal.

I'll also be the first to admit that images struggle to do this bike justice, there's more to it than just looks, something that's hard to define. It's motorcycling stripped back to its basics, no rider aids (well except ABS) and with specs that again don't reveal much about what you're about to jump on board.

You'll probably cop a bit of flack from the traditional custom scrambler crowd if you turn up on a Ducati Scrambler but manufacturers providing accessories to customise your bike is just a smart move, from their perspective they can keep taking your money and to the owner's advantage the parts will be high quality, a good fit and don't break your peace of mind if you're new to customising. It's a win-win.

I'm also not into the whole hipster thing, which sure – is what they all say, but the Ducati Scrambler hype really misses the mark with me, which is a real shame because this is a really good machine and I think has the potential to reach a really wide audience of riders.

## THE RIDE

Picking up the Scrambler ICON from Ducati HQ in Sydney I was a bit unsure what to expect, in person it looked bloody cool. The exhaust was neat, the engine cases sported cutout polished

**The Ducati Scramblers offer a great value, new bike option for starting out customising.**

areas, and the knobbly tyres gave it some street cred right off the bat. Firing the bike up its note was pleasant but quieter than I've come to expect from Ducati.

Working out the instruments and controls was also far quicker than on most Ducatis, I got on, spent five-seconds making sure everything was as expected and that was it. OK, those five seconds may have just been kicking the stand up.

Taking off the 803cc Desmodromic L-twin was generating plenty of torque and first gear was tall, meaning I didn't feel the need to upshift straight into second, even taking off in a hurry. Slipping it into second was smooth and reassuring and opening the throttle had me pushed back in the seat, holding onto the bars to stay in place. OK I wasn't expecting that, despite the 800cc engine.







## SCRAMBLER MODELS

The Scrambler comes in four different models, the Icon as tested, the Urban Enduro, the Classic and the Full Throttle. All feature a 13.5L tear-drop tank with side panels, dual sport tyres and a 18in front wheel and 17in rear wheel. The Icon comes in '63 Yellow and Ducati Red and features 10-spoke light-alloy wheels, a black Ducati branded seat, with aluminium fuel tank covers.

The Urban Enduro is available in Wild Green, has a ribbed seat, different aluminium fuel tank covers, fork protectors, a higher front mudguard, off-road 'bars, headlight grill, skid plate and spoked wheels.

The Classic also has spoked wheels, is available in Orange Sunshine and comes with a 'Vintage seat', aluminium guards and a rear guard mounted licence plate holder.

The Full Throttle comes in Deep Black with black tank panels, an even shorter front mudguard, race inspired seat and Termignoni muffler, plus flat track style bars and sporty tail.

The Scrambler Icon is \$12,990 + ORC, the Full Throttle, Urban Enduro and Classic are 14,990 + ORC.

The single front brake consisting of Brembo four-piston caliper and a large 330mm rotor provided good stopping power but there wasn't a heap of bite, with the rear brake likewise offering good slowing and stopping power but needing a really heavy foot on the lever. At first I felt like I was going to lock the brakes up but

unit with preload adjustment was quite stiff, although I only really noticed over speed bumps or really big potholes.

Heading up the local twisties however I quickly discovered how well sorted the suspension was, providing perfect tracking and road holding on and off the throttle.

Where the Scrambler really excels is in providing torque laden performance and just rolling off the throttle provided enough engine braking that I was rarely doing more than touching the rear brake for a bit of stability through turns.

In the 80 zones I was having fun carving up the corners – even staying relatively close to the speed limit, where on a sportsbike you're constantly chomping at the bit to add at least another 20-40km/h to get that sense of fun. Stringing together corner after corner was effortless, with the Scrambler proving extremely agile and responding to the smallest of inputs, holding the line of my choice without thought, in a fashion which left me increasing the speed corner after corner.

The bike was just so planted and provided so much confidence there wasn't a moment I didn't feel like I could easily dial it up a few notches, but I was having so much fun I just didn't need to.

Riding smooth with minimal brakes and just playing with the torque and engine braking allowed very rapid progress and all in a manner that was fun and wouldn't have me locked up.

A run down the highway also proved enjoyable despite the lack of wind protection and the super-willing L-twin was a real surprise, in that I needed to keep a close eye on the speedo to ensure I didn't find myself effortlessly and quite substantially breaking the 110km/h speed limits.

The tall monkey bars were a little high for commuting or extended open road

## TECH STUFF

The Ducati Scrambler comes with ABS as standard and weighs just 170kg dry. It produces 75hp and 50ft-lbs of torque from it's 803cc air-cooled L-twin Desmodromic, two-valves per cylinder engine. The engine is derived from the Monster 796 engine but with 11° valve overlap angle, and redesigned cams for linear power. The exhaust on the Icon is a stainless steel muffler with an aluminium heat and silencer cover. Service intervals are 12,000km.

The frame is a tubular steel trellis type, with die-cast aluminium two-sided swingarm, USD Kayaba 41mm forks, a Kayaba rear shock with preload adjustability and 10-spoke light alloy wheels – 17in rear, 18in front, sporting Pirelli MT 60 RS tyres.

The single front brake is a Brembo four-piston caliper with 330mm rotor, the rear a single-piston floating caliper also from Brembo with 245mm rotor.

Seat height is just 790mm with a 770mm lowered seat available as an accessory. The fuel tank holds 13.5L. Instruments are LCD with interchangeable covers, a USB socket is available under the seat and the rear light is LED.

the pads may just have less bite or been heavily used by prior riders, as the bike already had a few thousand km on the dash and grip was exceptional.

Within a few minutes though I had settled in, the front forks are soft and non-adjustable which means it pays to ride smooth, hooning up to speed in the heavy traffic only to brake heavily upsets the bike with dive in the forks. On the other hand the rear shock – a Kayaba





1



2



3



4



5



1. The air-cooled L-twin provides great torque. 2. Rear 245mm rotor with Brembo single-piston caliper doesn't have huge bite. 3. The single front disc brake does a good job, without being exceptional. 4. The teardrop tank can be accessorised with side panels. 5. A nice clear digital display with everything you need to know at a glance.

## SPECIFICATIONS

### DUCATI SCRAMBLER ICON

ducati.com.au

**PRICE:** \$12,990 + ORC

**WARRANTY:** Two-year, unlimited kilometre

**COLOURS:** '62 Yellow, Ducati Red

**CLAIMED POWER:** 55.2kW(75hp)@8250rpm

**CLAIMED TORQUE:** 68Nm[50.2ft-lbs]@5750rpm

**DRY WEIGHT:** 170kg

**FUEL CAPACITY:** 13.5L

**ENGINE:** Air-cooled, L-twin cylinder, two-valves per cylinder, Desmodromic, 803cc, 88 x 66mm bore x stroke, 11:1 compression, EFI, 50mm throttle-body, stainless steel exhaust system

**GEARBOX:** Six speed

**CLUTCH:** APTC wet multi-plate, with mechanical control

**CHASSIS:** Tubular steel Trellis frame, die-cast aluminium swingarm, **RAKE:** 24°, **TRAIL:** 112mm

**SUSPENSION:** USD Kayaba 41mm forks, non-adjustable, Kayaba rear shock, preload adjustable

**BRAKES:** Dual-channel ABS, single 330mm front rotor, Brembo four-piston caliper, 245mm rear rotor, Brembo single-piston caliper

**WHEELS & TYRES:** 10-spoke light alloy, 3.00 x 18in, 5.50 x 17in, 110/80 - 18, 180/55 - 17, Pirelli MT 60 RS

### DIMENSIONS:

**WHEELBASE:** 1445mm

**SEAT HEIGHT:** 790mm

**MAX HEIGHT:** 1150mm

**MAX LENGTH:** 2100-2165mm

**INSTRUMENTS:** LCD display

the traffic cleared.

The Scrambler certainly left a lasting impression and if I was looking for something a bit more laid back than my everyday ride but capable of having plenty of fun on – without risking my licence constantly, the Ducati Scrambler would be top of my list.

It's a hoot to ride, has some awesome Ducati accessories that it would be hard to say no too and, at \$12,990 is great value. Plus the aftermarket industry has been going hell for leather producing accessories for the Scrambler, so there'll be no shortage of options, regardless of what you want to do with your Scrambler. I've always been a bit skeptical of those who swapped from a sportsbike in order to preserve their licence or have fun at more reasonable speeds but now, having ridden the Scrambler, not only can I understand but also know exactly what they were looking for. Plus there's a huge range of Scrambler branded gear available, if you like matching your clothes to your bike or are just a big fan. **AD**

The Scrambler Icon is way more than the sum of its parts and provides a fun sorted ride capable of handling everything from the daily commute through to a bit of weekend scratching without needing to be breaking any laws to have fun.

riding but do allow a nice stretched out and relaxed riding position.

I'd probably opt for something a bit lower and closer to me though if I was commuting regularly. Downshifting also required a heavier and more solid movement compared to upshifts which were effortless.

Once more used to the Scrambler's appreciation of smooth riding the remainder of my time with the bike proved great as I rode smooth and avoided heavy acceleration followed by heavy braking when commuting through traffic, although with a bit of open road there was plenty of opportunity for fun when







As used by Superbike Rider Ben Henry.

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TWEAKED

MILWAUKEE PRO STOCK





# PRO STOCK

A 350-horsepower seven-second Pro Stock #1 Plate Holder uncovered and stripped. This is bike porn at its best...

WORDS: **JEFF WARE** PHOTOGRAPHY: **KNACKERS BDP**

**M**aurice 'Momo' Allen is one of Australia's most successful riders and one of our most talented.

Born into a family of motorcycle racers, Momo has been racing at national level for 25-years. His dad, 'Pommie' Pete Allen, is a household name and multiple Australian drag racing champion, while his grandfather Frank Mussett is an absolute road racing

legend who became a well known Melbourne bike dealer post war.

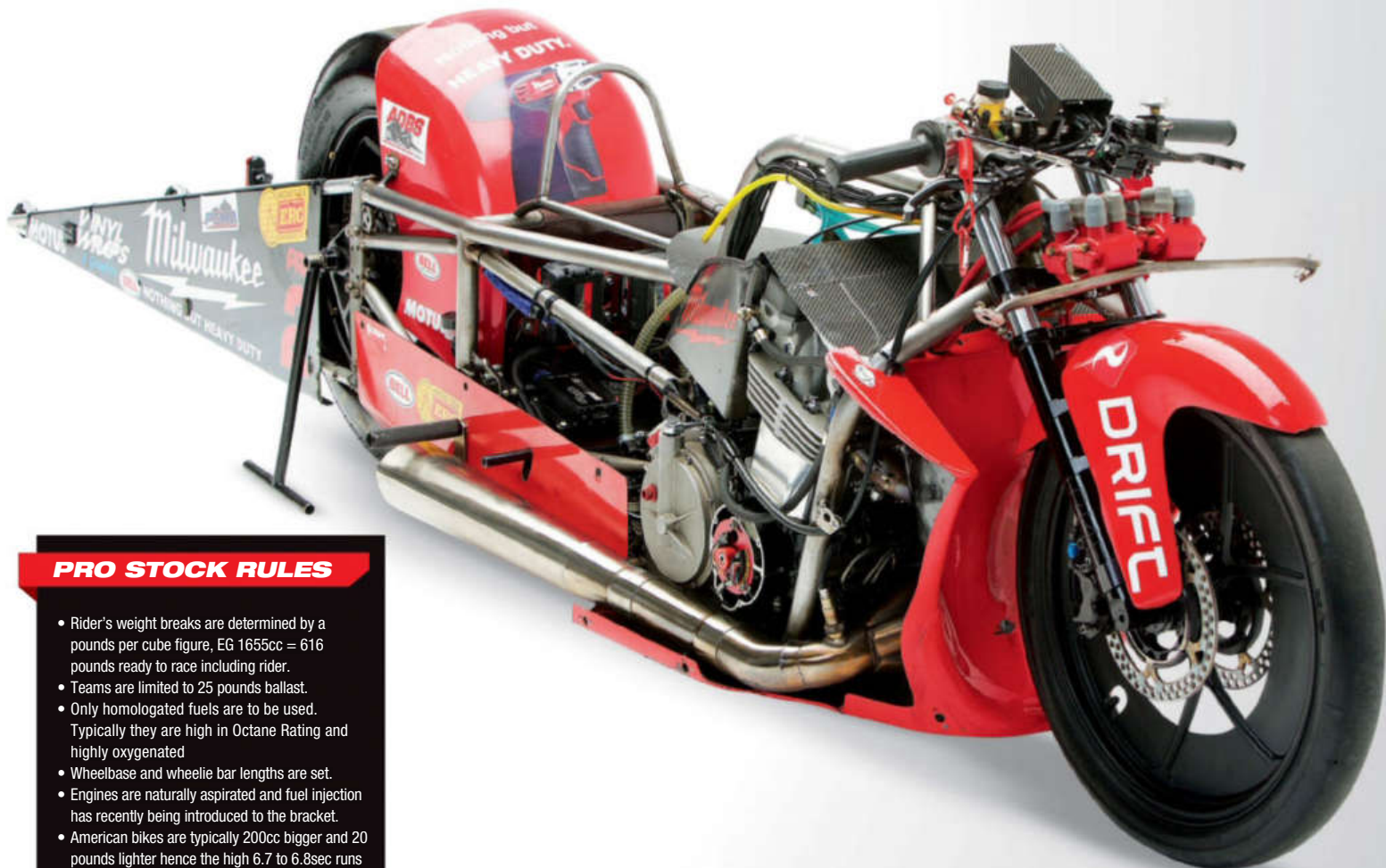
With that kind of pedigree it is no wonder that Momo has natural talent by the tank full. He's bloody quick on a road race circuit and has done some testing with *Rapid Bikes* in the past. He is fast on anything off road as well. A true all-rounder, Momo chose to follow in his father's tread and go drag racing. The challenge and thrill of getting huge

horsepower down 400m of tarmac quicker and faster than the next rider has now been an addiction for two and a half a decades...

Readers would know Maurice well through the columns he wrote for us for many years but we rarely got a look inside his bikes thanks to the competitive nature of drag racing. However, we recently had the opportunity to take look inside the Milwaukee Suzuki... ■







### PRO STOCK RULES

- Rider's weight breaks are determined by a pounds per cube figure, EG 1655cc = 616 pounds ready to race including rider.
- Teams are limited to 25 pounds ballast.
- Only homologated fuels are to be used. Typically they are high in Octane Rating and highly oxygenated
- Wheelbase and wheelie bar lengths are set.
- Engines are naturally aspirated and fuel injection has recently been introduced to the bracket.
- American bikes are typically 200cc bigger and 20 pounds lighter hence the high 6.7 to 6.8sec runs compared to our 7.1s.

This \$200,000 350-horsepower bike is seriously trick.

The frame and rolling chassis is a rare and expensive PMFR (Precision Metal Fabrication) Pro Stock chassis, hand made at PMFR in Fort Lauderdale, USA. The main tubing used is 1 1/4in 4130 chrome moly tubing with extensive bracing. The engine mounts and outboard bearing support are CAD designed CNC billet alloy items, while the steering head is 5.5in long with a 1D bearing size. It also has built in fuel and air tanks and will set you back around \$15k USD...

The frame meets the strict US NHRA rules and so therefore was top of the list for Maurice and the team to choose.

"It was an unfinished project actually," says Momo, "I found out about it and bought it directly from the owner in New York. It was a deal too good to be true. That was back in 2011.

"It was a brand new chassis with a

**This bike accelerates from 0km/h to 300km/h in 7-seconds. Grr!**

complete new carbon-fibre Air Tech Suzuki TL1000R body kit on it".

The frame is bare metal finish to reduce weight and make repairs easy at the track. The front forks are PMFR 29mm Pro Stock items that weigh just 2kg each! They are mounted to PMFR billet triple-clamps that are black anodised and hold a PM billet 2.5 x 18in front wheel and Mickey Thompson 2.50 x 18in drag tyre. Front brakes are ultra lightweight. The calipers are twin-piston GMA spring-loaded items squeezing special drilled sintered race pads and tiny PMFR rotors. Feel is so important pulling up from mega speed on a tiny cold front slick, so a radial-pull Brembo master-cylinder is used with braided line. Handlebars are PMFR items.

The back wheel is a huge billet CNC Kosman Specialties 16 x 10in unit with a whopping fat 27 x 16 x 10in Mickey Thompson rear tyre fitted. The back brake set up also comprises of a GMA caliper and PMFR rotor, with sintered brake pads and a braided line. The rear suspension is the tyre – the chassis is solid. A friction-style steering damper is fitted as well, while the footpegs are Pingel items.

Keeping the bike from looping is a huge aluminium wheelie bar with machined wheels and carbon-fibre panelling and a giant RK chain gets the wheel turning.

The powerhouse is something else. Woohoo.

Loosely based on Suzuki's legendary GSX1100, and I mean loosely, this baby has a mammoth billet CNC Vance & Hines block with a whopping bore of 89mm! That is huge. Along with the 66.7mm stroke the capacity is a gulping 1690cc.

The compression ratio is a grunty 16:1 thanks to the CP Pro Stock Gas Ported and DLC coated pistons and Vance & Hines billet twin plug head. The pistons swing off billet Vance & Hines conrods, in-turn bolted to a Vance & Hines billet crankshaft. The crankshaft is housed in brand new, highly modified bored and strengthened GSX crankcases, which also run a Mike Berry billet vacuum pump that generates 24psi of negative crankcase pressure.

The 650 lift and 600 lift billet IN and EX camshafts control 49mm IN and 40mm EX massive valves, with the valve springs replaced every 11 runs, or 77-seconds of racing!

It also gets a new camchain every 18 passes, or 126-seconds of racing!

Porting is secret but the engine makes a whopping 350-horsepower and revs to an astronomical 14,000rpm.

The gearbox is a trick billet V&H unit that is air shifted and features a billet output shaft and the crankcases have been bored out to accommodate the extra gear. The front sprocket is a 17-tooth and the rear 49. ■

The engine gets a new camchain every 126-seconds racing..





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Jon Urry / Motor Cycle News

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Richard Ashcroft / Rescogs.com

MADE IN BRITAIN





## OWNER PROFILE

**NAME:** Maurice

'Momo' Allen

**OCCUPATION:**  
Motorcycle drag  
racer**LOCALITY:**

Melbourne

**AGE:** 45**YEARS RIDING:**Most of my life  
thanks to my  
famous father and  
grandfather Pommie  
Pete Allen and Frank  
Mussett**OTHER BIKE:**GSX1100ET,  
GSX-R750 K4 & K5,  
Triumph Sprint RS,  
CRF450X, CR250, I  
still have a Kawasaki  
KV75 and Honda  
Mini Trail I rode  
when I was four!**BIKES DESIRED:**Triumph Speed  
Triple, any Bimota,  
new Kawasaki H2**OTHER INTERESTS:**Snowboarding and  
BMX racing as my  
three boys race  
BMX.

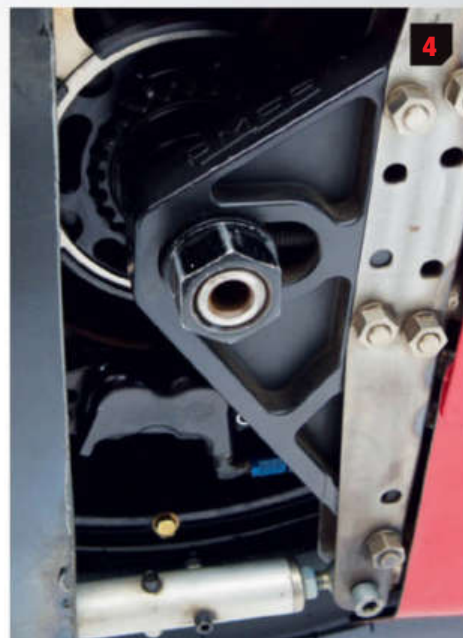
The valve springs are replaced every 11 runs, or 77-seconds...

The clutch is an MTC Gen II multi-stage lock-up unit and is looked after by Stewart McKeddie, while Pommie Pete builds the engine. Eddie Krawiec also provides support for spares from V&H.

The exhaust system is a V&H item, being a massive stainless-steel tuned

four-into-one with a megaphone outlet. On the inlet side, huge Lectron 50mm flatslides with powerjets feed lots of air from the carbon-fibre airbox mixed with ERC Auspro fuel into the head. The fuel is an Australian spec Pro Stock fuel that is fully oxygenated and has a cooling agent





## SPECIFICATIONS

**ENGINE:** 2014 Vance & Hines Suzuki two-valve, 89mm bore and 66.7mm stroke, 16:1 compression ratio, brand new bored to take 6th gear and strengthened GSX cases with vacuum pump system for negative pressure, Vance & Hines billet crankshaft, V&H main bearings and big end bearings, V&H billet conrods, CP Pro Stock Gas Ported and DLC coated pistons, billet 650 lift inlet camshaft and billet 600 lift exhaust camshaft, 49mm inlet valves, 40mm exhaust valves, Vance & Hines Billet twin plug head, no cooling system, MTC Gen II multi stage slider lock-up clutch, billet Vance & Hines six-speed gearbox, air-shifted, ceramic bearings, undercut gears, billet output shaft, V&H Pro Stock exhaust system and Megaphone, MSD MC-4 ignition box, four MSD Blaster coils, EPR AUSPRO 107 Octane fuel delivered and metered by four 50mm Lectron carburetors.

**CHASSIS & BODYWORK:** 2011 PMFR Pro Stock chassis, chrome moly, bare metal finish for ease of repair and weight, billet triple-clamps, friction steering damper, PMFR 29mm forks, GMA spring loaded calipers (f) with PMFR rotors, drilled sintered race pads, Brembo radial pull master-cylinder, braided line, Motul brake fluid, GMA caliper (r), PMFR rotor, sintered race pads drilled, braided line, Motul race fluid, PM billet alloy front wheel, 18 x 2.5in, Mickey Thompson 18 x 2.50in tyre, Kosman Specialties billet alloy rear wheel, 16 x 10in, Mickey Thompson 27 x 16 x 10in slick, carbon-fibre TL1000R replica bodywork, Milwaukee tools red, Pingel footpegs, alloy wheelie bars with machined wheels and carbon-fibre panel.

**CHASSIS & BODYWORK:**  
350hp@14,000rpm. 7.19@186.10mph

added. It is 107 octane rated.

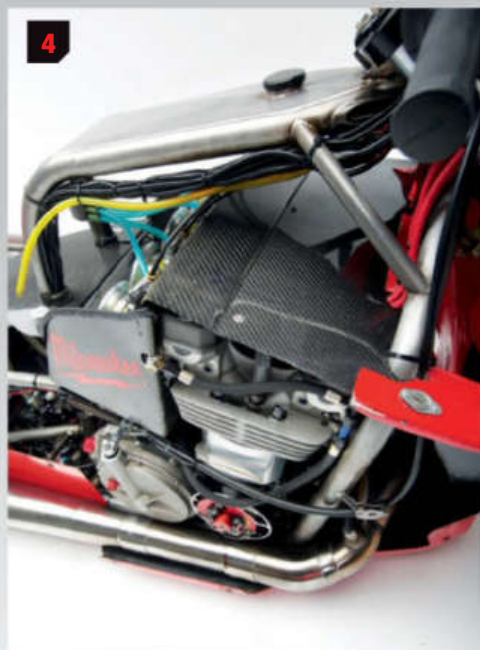
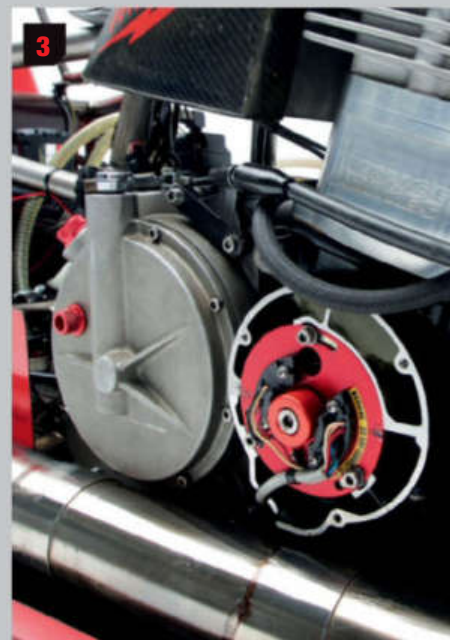
The potent fuel and air mixture is exploded thanks to sparks provided by the MSD MC-4 ignition box, four MSD Blaster coils and eight spark plugs.

The gorgeous appearance of the bike comes thanks to the stunning Milwaukee orange applied in Glasurit paint by Phil

Munday Smash Repairs. Decals and signwriting was done by Matt from Vinyl Wraps & Designs and it certainly is a stunning looking Pro Stock motorcycle.

All of the above took over 100 hours to initially build and currently requires 10 to 20 hours per week to keep at the top during the racing season. ■





"My best ET on the bike so far has been 7.19@186.10mpg (299.338km/h). But getting a bike down the quarter-mile that quick takes a big team effort. My crew are amazing and very dedicated. They keep me straight and narrow at meetings and take care of a lot of the behind the scenes stuff so I can focus on racing. Hopefully by the time this is read I will have another #1 plate for them!"

Maurice is the current #1 plate holder and has two National Championships

under his belt, going for the third. He also has 13 National round wins and four National runner up championships to his name. Amazing stuff...

#### SPECIAL THANKS

Milwaukee Tools, Bell helmets, Motul oils, RK chains, Stewart Mckeddie, Pete Allen, Phil Mundy Smash, Vinyl Wraps & Designs, Pingel Enterprises, Eddie Krawiec from V&H, Steve Caller, my wife Carolyn and my three kids Ashton, Brandon and Harrison Tyger.



1. Huge V&H stainless four-into-one sidewinder. 2. A very busy place to be at 300km/h. 3. V&H billet block and cast/billet head, V&H crankshaft, GSX cases, MSD ignition. 4. Built in fuel tank, carbon-fibre airbox. 5. PM front wheel with 2.50 x 18in slick and twin PMFR rotors. 6. The biggest pipe you will ever see! 7. 50mm Lectron carburetors.





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TWEAKED

SUZUKI GSX1100

# TRANS- FORMED GSX

Sam took an already lean GSX1100e and has created a streamlined and further beefed up custom creation...

WORDS: KRIS HODGSON PHOTOGRAPHY: SHANE HOOD, HOOD IMAGERY



## OWNER PROFILE

### NAME:

Sam & Mick.

### LOCALITY:

Cronulla and Bathurst.

### HOW LONG HAVE YOU BEEN INTO BIKES?

Dad put me on a bike at the young age of four.

### WHAT OTHER BIKES HAVE YOU OWNED?

Various Kawasaki dirt bikes, I went on to race Dad's Yamaha XS650 and his Kawasaki 500 triple, both of which I won Australian titles on. I also raced a ZX-6R.

### WHAT OTHER BIKES WOULD YOU LIKE TO OWN?

The GSX was the ultimate dream for me but Dad and I have a few other street bikes we are building, including a Honda Four with a Cobra 1000 motor and a Kawasaki GPZ1000.

### WHAT INTERESTS DO YOU HAVE OTHER THAN MOTORCYCLING?

Just lifting weights and another project Dad and I have, which is a HK Monaro we are slowly chipping away at.



**T**his eye catching creation by Sam and Mick started life as a 1980 GSX1100e.

When he saw a custom GSX1100 at the Barry Sheene Festival of Speed, which he was purveying with his Dad at the time, he felt inspired.

"When I saw the bike, I said to Dad, 'Wow, that's tough, if I was ever going to build a bike that's it!'. Dad replied that there was actually a guy at the BSFS with one with something wrong with the motor that he might want to sell..."

The rest is history as Sam went to the previous owner and enquired about the possibility of acquiring the machine, which truth be told was in a pretty sad condition.

It was complete but the motor was rattling in a worrying manner, which meant the bike had been put aside.

Its condition was otherwise poor, something reflected by the \$1500 purchase price. If you take a look at the price these bikes are selling for in reasonable condition you'll probably get an idea of what Sam was purchasing...

"It left a lot to desire in regards to condition," Sam explained, "Which did not concern me as we had planned on rebuilding the bike from the ground up anyway, and that we did!"

The reason for the engine rattle also became quickly apparent on disassembly, "We found the crank was welded but one of the bearings was damaged..."

"So we had to replace the whole crank," explains Sam, "Luckily we had a spare engine which we were able to use the crank out of."





TWEAKED

## SUZUKI GSX1100



Sam's Dad Mick rebuilt the engine, which is standard apart from a set of Yoshimura 74mm pistons and rings, as well as having been ported and polished at some point prior to when Sam purchased the bike.

The clutch also needed a rebuild as it was slipping around the 5000rpm mark, with Sam sourcing a new set of plates and heavy-duty springs, with the strengthened basket already fitted, kept.

"Dad has done an awesome job rebuilding the engine," Sam added, "And we haven't had any problems since it was complete."

With the engine sorted a K&N airfilter was added, with a full Moto GPWerkz system, with now nicely bronzed headers and a stainless muffler. It's a four-into-one system and the mounting bracket has been painted to match to engine and swingarm.

The chassis also received some attention, with the rear end chopped down for a cleaner look, while any excess weight like the centre-stand was removed, with the side stand also moved to allow for the Bandit 1200

rearsets which Sam acquired buying a wreck for parts and wheels.

The triple-clamps came from the Bandit 1200, as did the forks, although Mick had to totally rebuild the forks and added Ohlins springs suited to Sam's weight.

The shocks are Gazi Sport X items, with Sam giving Gazi Suspension a shoutout, saying, "Big thanks to Gazi Suspension, they were extremely helpful and knew exactly what we needed – good quality at a good price."

The Nissin front brakes from the Bandit were carried across with the forks, along with the wheel, while the swingarm is the stock GSX1100 item, with the Bandit 1200 torque arm welded to it, before being repainted by Sam.

Sam is actually a painter by trade, which certainly explains the awesome paint scheme on this bike, which includes the matte grey across the engine, carbies, swingarm and rear brake master-cylinder.

The rear wheel is also from the Bandit 1200 and both are clad in Michelin Pilot Power 3 rubber, with the Nissin caliper

**This GSX1100 is mean and intimidating looking thanks to its stripped back appearance, with each modification designed to countenance the next, for a polished end result that looks like, if not better than many, factory bikes.**

and rotor to match also carried across, along with the Bandit rear master-cylinder. The whole braking system also benefits from a set of Venhill braided black lines.

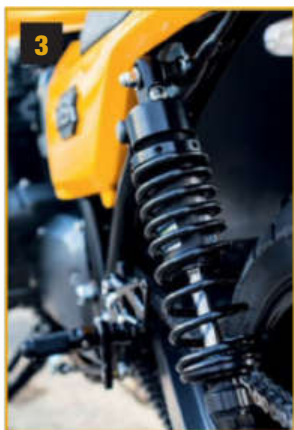
Sam also paid special attention to the bodywork, which was one aspect of the bike that first caught his attention, particularly the tank.

The tank is the standard GSX1100 item, while the tail unit has been heavily modified to turn the side covers and tail cowl into a single piece of bodywork. The seat is a fiberglass unit created to suit by Sam and Cronulla Smash Repairs, with the front guard the Bandit 1200 item.

The paint scheme is subtlety Transformer inspired according to Sam as well – yep you guessed it, after Bumblebee!


"I chose all the colours and designs," said Sam, "I'm a painter by trade and I painted the engine components matte grey to give them a modern robotic Transformer-style look, with the yellow and stripes matching that of Bumblebee."





myself in the end. I wish I had done that in the first place as it was almost the most expensive part of the build!"

The stroker crank and oversized pistons, along with a different exhaust system are on the possibilities list for future mods and Sam admits he'd be hard pressed to part with the bike.

He also wanted to thank his Dad Mick for his help, experience and being an inspiration, as well as his boss Brian at Cronulla Smash Repair. You can find Sam at Cronulla Smash Repair if you like his work, or on Instagram as Samboydesigns, or Mick at Mick Muldoon Motorcycles ([mmmcycles.com.au](http://mmmcycles.com.au)). 



The paint is De Beers 2pk and the result, with black stripes is eye catching to say the least.

Other small details include the LSL MT-01 headlight, which blends into the front end, as well as Renthal top-mount extra low 'bars, fitted with aftermarket controls that cover all the necessary inputs of the original items. Adjustable aftermarket levers have also been added, with billet 'grips and bar end mirrors, while the dash is now a Koso full LED speedo display.

Indicators are likewise smaller aftermarket items, while the rear plate is displayed in a custom tail tidy, below the refurbished original tail light.

Just to top things off Sam even has an adjustable phone mount fitted, with USB charger to stay connected (and

charged on the run!).

The whole project took around a year for Sam and Mick, and the results are stunning – the bike seems simple and stripped back but the attention to detail and quality of all the modifications is top-notch.

The total cost was under \$9000 according to Sam, which is also an amazing feat, although he did do the painting and a huge amount of sand blasting himself – with uncounted hours spent.

We asked if he'd do anything different to which Sam replied, "I would explore other ceramic coatings for the engine and put a big stroker crank and oversized pistons in, in the first place. I also had the seat done three times, and I shaped the foam

**1. Dominated by the GSX1100 engine, this bike is a piece of art. Sam rides the bike though as you can see on the left and admitted performance mods are on the cards. 2. The stock tail light is refurbished with a custom tail tidy and aftermarket indicators. 3. Gazi Sport X rear shocks. 4. The badges have been painted to match the engine's new colour. 5. Sam painted the engine and customised the rear bodywork to suit the cut down tail, before painting that too.**

## SPECIFICATIONS

**ENGINE:** 1980 Suzuki GSX1100E, air-cooled, four-cylinder, four-valves per cylinder, four-stroke, 1074cc, 74mm Yoshimura pistons and rings, polished and ported head, Dyna coils, strengthened clutch basket, heavy-duty springs, K&N airfilter, Moto GPWerks four-into-one system and stainless steel muffler

**CHASSIS:** 1980 Suzuki GSX1100E modified frame, Bandit 1200 – triple-clamps, forks, front and rear wheel, front and rear Nissin calipers and rotors, front and rear master-cylinders, aftermarket billet rearsets, Gazi Sport X rear shocks, Venhill braided brake lines, modified GSX1100E swingarm with Bandit 1200 torque arm, aftermarket brake line sensors, Michelin Pilot Power 3s, Renthal top mount extra low 'bars

**BODYWORK:** 1980 Suzuki GSX1100E tank, custom bespoke tail, LSL MT-01 headlight, aftermarket indicators front and rear, reconditioned taillight, custom tail tidy, aftermarket switchblocks, Koso LED speedo, aftermarket billet 'grips, 'bar-end mirrors, adjustable levers, Bandit 1200 front guard, Bumblebee inspired paint by Sam (Samboydesigns)





# UNIVERSAL APPEAL

WORDS: **KRIS HODGSON** PHOTOGRAPHY: **CRAIG STEVENSON**

This iconic CB750 Four was the perfect project for Erin for more reasons than one!

**E**rin's awesome creations have graced the pages of *Rapid Bikes* many a time and his latest project is yet another inspiring custom bike that combines one of the most iconic classic bikes with a dash of modern technology for rideability.

The Honda CB750 Four was first available in 1969 and is the basis for what became known as the UJM or Universal Japanese Motorcycle. The air-cooled transverse four-cylinder with overhead camshaft would feature double overhead cams after 1979 but it is the original bikes

that are relevant to us today.

Soichiro Honda was convinced of the need for a larger capacity offering for the American market and the bike would also feature a front disc brake. In fact, for its time, the bike was considered quite the technological marvel. ▣









For Erin the choice of machine was two-fold, "I was looking for a classic older bike, that I wasn't tempted to ride so fast on the road," he explained, "I didn't want to worry about losing my license and getting locked up!"

It's a fair consideration when you consider the level of performance on offer on modern bikes, not to mention the level of policing on our roads.

The second consideration was an even more meaningful one for Erin, "I also wanted a bike the same year I was born... so the K2 fit the bill nicely. My car is also a '72 model, so it would round us off well..."

The particular machine itself proved a worthy purchase with Erin traveling to Adelaide to pick it up, after finding the bike on eBay. "This particular bike was an eBay find, I drove from Sydney to Adelaide and back with the bike in a trailer over two days to get this bike!"

"It has been totally worth it though, it was in really good condition and a little bit tricked up with some nice chrome," Erin adds, "And the paint was good – a good start for a project."

"The price was also good, it would have been a lot more for the same quality in Sydney, so it was worth the drive. But my wife would only let me have it if I sold my SP1..."

The price paid was \$6000, back in 2012 and Erin admits that while the overall condition was good there was a number of

items that needed attention, including the seat, guards, 'grips, and the instruments.

Having already had some modifications to boot Erin also wasn't worried about further modifying the bike, something which upsets the classic bike purists no end and can make purchasing a bike harder if the owner is looking for someone similarly minded.

The bike also hadn't been run in a couple of years and Erin booked it into a workshop for a service, tune and general checkup, however after a considerable amount of time and the quoted price not being honoured, he picked up the bike to do the job himself, only for it to break down on the ride home.

His Dad had given him a lift to the bike shop in his car and ended up driving along behind him as he pushed the bike along, with his hazard lights on for safety.

Needless to say he wasn't impressed, especially to find anything touched by the workshop loose.

The main modification to this K2 CB750 Four is the front-end, which has a 2009 Yamaha YZF-R6 front end attached, with the CB750 steering shaft pressed into the R6 lower triple. The 41mm R6 forks are joined by an R6 wheel and brake assembly, with dual four-piston calipers with EBC pads and a Brembo master-cylinder. The rotors are aftermarket wave items with lightweight carriers.

Erin admits the original Honda single front disc brake was a real weakness when it came

**1 & 5. A stock four-into-four exhaust is a work of art and sounds great with the baffles removed. 2. The OHC inscribed cylinder head. 3. Mikuni 28mm carbs with pod filters. 4. Chromed engine covers to match the heads and headers. 6. The stock standard kickstarter and foot controls.**





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**1.** Erin was able to use the original side panels with the original paint. **2.** Standard controls with some TLC were reused. **3.** 2009 Yamaha R6 forks transform the front end. **4.** Stock dash with the addition of a Trail Tech Voyager dash and R6 master-cylinder. **5.** Wave rotors on the R6 forks, grasped by the R6 calipers. **6.** Aftermarket rear shocks bolted in to replace the originals. **7.** The stock spoke rear wheel with drum brake has been kept and is polished to a mirror finish. **8.** The original exhaust is in incredible condition. **9 & 13.** The original tank including paint and fuel cap were both retained but was moved rearwards. **10.** Aftermarket cafe racer style seat also moved back to accommodate the tank. **11.** Retro Honda badge. **12.** The original headlight with retro styled indicators were both retained. **13.** Bar end mirrors and R6 clip-ons provide a sporty cafe racer feel and look on the front.

to riding the bike, saying, "Now I can ride the bike to its potential and actually stop! The whole front end change was driven by how bad the front brake was..."

"There was no way I could do an emergency stop and I had to plan a long way ahead for corners. Now it's a two-finger exercise on the brake lever and it looks awesome!"

"There's no flex in the front end either, unlike the spindly 35mm original front forks."

The frame is the stock item, although Erin stripped it back and repainted it in satin rust proof paint himself, with the engine also largely stock, running a original four-into-four exhaust fitted with the baffles removed. Four pod filters have also been fitted, with Erin running the bike on BP98 and doing the tuning himself.

The front wheel matches the forks and is an R6 aluminium alloy 3.50 x 17in item, while rubber is a Michelin Pilot to suit.

The rear wheel is held by the stock CB750 swingarm and is the original alloy spoke wheel – a 4.00 x 18in item, with a Dunlop Roadmaster TT100 GP tyre. It's also been polished to a mirror shine unlike the front wheel which remains painted to R6 specifications.

The rear drum brake is still found on the rear, with less than stellar performance, which is more than made up for by the improvement in the front. The stock shocks were well past their prime and were both replaced with a set of aftermarket adjustable rear shocks with





external reservoirs, in black with gold reservoirs and preload adjustment nuts.

Both the tank and seat were moved back 40mm for a sportier look with good results, with the tank in the original paint that Erin purchased it in – to match the Honda colour scheme of the model, while the seat is an eBay café racer special from Vietnam.

A carbon-fibre front guard was also sourced from Race Con to suit the R6 forks, with Erin keeping the R6 clip-ons for a more aggressive riding position and forward-orientated weight distribution. The grips are custom items to suit the R6 clip-ons, while the throttle and controls are all original K2 items for authenticity.

A set of bar end mirrors were also added in silver to match the levers, while the stock Honda tachometer and idiot lights have been joined by a Trail Tech digital display – a Voyager model, which includes GPS and can display speed. Erin also enlisted the help of his Dad for sorting the electrical side of the build, including the digital display.

The end result is an absolutely stunning motorcycle, blending old school looks with a modern twist, not only greatly improving the bike but serving to make it stand out further.

To say it's a labour of love is an understatement, with Erin admitting that the entire project has taken a considerable investment in time, with well over 100 hours spent, not to mention around \$10,000, although this does include the \$6,000 purchase price, which is pretty impressive all things considered.

"I love this bike," Erin confides when we ask about his feelings towards the end result, "And it seems other people do to... I always ends up having a chat with someone when I stop anywhere, then they realise that the bike has a new front end

and their eyes light up."

"Some people insist I can't have a mag on the front and spokes on the rear, but most get the front end change and understand how crap the front brake really was!"

Future plans aren't too clear, although Erin mentioned thinking about adding a VFR single-sided swingarm, and admits people have told him the bike would be worth \$15-18k.

In fact he's so happy with the results that he's actually built another Honda CB750 Four custom, this time a K4!

Lessons learnt from the first project? Well doing everything himself is the top of Erin's list after the issues mentioned previously, or in his words, "To do every single thing myself so I know it is done right!" **RB**

## SPECIFICATIONS

### ENGINE:

1972 Honda CB750 Four K2, Air-cooled, transverse four-cylinder, SOHC, two-valves per cylinder, 61 x 63mm bore x stroke, 9:1 compression, 736cc, four Mikuni 28mm carbs, pod airfilters, stock four-into-four exhaust with baffles removed

### CHASSIS:

1972 Honda CB750 Four K2 frame, Satin Rust Proof paint, 2009 Yamaha YZF-R6 – forks, clip-ons, triple-clamps, wheel, calipers, Race Con carbon-fibre front guard, EBC front brake pads, aftermarket front wave rotors, Brembo master-cylinder, stock wire-spoke rear wheel, aftermarket dual rear shocks

### BODYWORK:

Stock 1972 Honda CB750 Four K2 tank and side panels, tank modified to mount 40mm towards rear, Café Racer aftermarket seat modified to mount 40mm towards rear, custom tail-tidy and plate light, Trail Tech Voyager dash, stock Honda K2 tach/idiot lights

### SPECIAL THANKS

My wife Anna for letting me play with bikes.  
My Dad for his electrical efforts wiring the bike.  
Daniel for the front end.





Project 675R receives a Rapid Bike EVO module, AMHP headlight protectors, tank protectors and a Triumph tail tidy!



WORDS: KRIS HODGSON IMAGES: KRIS, DAVID HODGSON

**S**ince last issue's Taylor Made Racing exhaust install my Daytona 675R has received a few more goodies, with the biggest addition being the Rapid Bike EVO module from Quick Lap Performance, which allows for fine tuning as well as including an auto adaptive tune feature.

The full install of the Rapid Bike EVO module is in *Tech Tips* on p81 but was an easy install, requiring only a few tools, basic knowledge and a bit of time to get everything connected up. The main time consuming part was the tight clearances you need to get into for a few of the plugs! It can be hard to get your fingers in to unplug connectors so expect a few skinned knuckles along the way.

For this issue the first other mod was a genuine Triumph tail tidy, thanks to Triumph Motorcycles Australia, which is a new addition to the catalogue and a seriously high quality piece of kit. It's not the lightest option but the quality and finish is exceptional and it's a very easy install, which you can use your standard indicators with. If you take a look on the Triumph website it's shown with the LED indicators and I'm kicking myself for not getting a set to fit at the same time!

The tail tidy itself is a CNC machined and forged aluminium construction, with hollow sections hiding the plate and indicator wiring. It comprises two main pieces, which bolt together, plus a plastic

section that the licence plate and reflectors are fitted to. Being a pretty solid piece of aluminium it's not the lightest but I would definitely say it's worth it for the looks – I added the reflectors for the safety factor, since I ride in the dark quite a bit, but am still on the fence about them.

The other main addition was a set of headlight protectors from Australian Motorcycle Headlight Protectors (AMHP.com.au). Like the Cameleon Oiler fitted last issue and also provided by AMHP the headlight protectors are a quality item and, in this case one they produce themselves.

They are designed to suit models specifically and are sturdy 3mm clear covers with very clean edges. They are attached by dual lock fasteners, which mean removal is easy but they are very strongly attached when you want them to be.

They also sit well off the headlight ensuring there won't be any heat problems. My wife recons they actually look pretty cool fitted and I have to agree, with the protectors sitting out from the headlight and closely following the shape of the lights. The adhesive dual locks do stand out but not excessively.

On the topic of the Cameleon Oiler it's doing a great job. Since it's been fitted I've given the chain a clean with some kero twice and it's staying very well lubed, with no fling. I'm still using the touring setting and it's working great! If you're doing lots of miles and are sick of lubing your chain once or more a week then

this is a great modification – ensuring you get maximum life out of your chain and sprockets.

The final addition was a set of R&G tank protectors, in carbon-fibre with reinforced Kelvar weave in the contact points. Now I've had these quite a while but never got around to fitting them as I was a bit worried about the adhesive.

You'll note from the pictures it's actually aquarium adhesive – in other words the type you would use to seal glass panes. I cleaned the tank and gave it a final wipe with the 3M wipe provided with the AMHP headlight protectors before applying the provided adhesive/sealer to the protector before pressing it into place. Instructions included to be careful with the adhesive as it's quite messy if over applied. I was more sparing, keeping in mind the protectors are a tight fit and there wouldn't be much room behind them once pressed on.

Now it's just a matter of figuring out what to do next... I'm thinking a proper set of adjustable levers, a chain and sprocket kit – maybe for lower gearing, LED indicators and some adjustable rearsets! **AB**

## SPECIAL THANKS

- Ric Andrews Motorcycles
- GMoto Imports
- Hel Performance Australia
- Kenma Australia
- Sydney Motorcycle Wreckers
- Australian Motorcycle Headlight Protectors (amhp.com.au)
- Powerbronze Australia (powerbronze.com.au)
- Quick Lap Performance (quicklapperformance.com.au)
- Vee Two Australia (stores.ebay.com.au/Vee-Two-Ducati)
- Triumph Australia

## FITTED

- Taylormade Racing exhaust
- Rapid Bike EVO fuel module
- Metzeler Sportec M7 RR tyres
- AMHP headlight protector
- Cameleon Chain Oiler (amhp.com.au)
- Powerbronze screen and hugger
- Taylor Made Racing exhaust
- Servobuddy
- Triumph pickup spools, engine and frame protectors, comfort seat, tail tidy
- HEL Performance Street Pro pads
- Tekarbon carbon-fibre undertank panels
- Rad Guard radiator guard
- R&G Racing header guard, tank protectors
- Ventura Euro-Touring rack system
- HEL braided brake lines
- Triumph billet rear brake reservoir
- SSB Powersport Lithium Ultralite battery



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Order your AMHP headlight protector from [AMHP.com.au](http://AMHP.com.au) for your specific bike model, there's a huge variety available all designed to fit perfectly.



Thoroughly wash the headlight area, then thoroughly dry the headlight. Use the provided wipe to do a final clean of the headlight and rear of the protectors.



You want both headlight and protector to be super clean and dry to get a good bond with the included 3M adhesive pads. The protectors match the headlight form.



Always good to be buying Australian designed and made and supporting a local business. Especially when it's a high quality product like this!



Apply your 3M adhesive pads towards but 5mm from the edges of the protector. I chose spots to provide the best grip but minimising visibility of the adhesive.



Here's both protectors with the adhesives on, line them up to the headlight before final application so you know how and where to place them when the time comes.



Take the final protector off the adhesive pads and apply them with pressure to the headlight, only applying pressure at the adhesive. Don't push the centre of the protector.



Once you've let the adhesive set you can remove the headlight protectors if you need to wash the headlight and then stick them back in place thanks to the 3M dual lock adhesives.

## TRIUMPH TAIL TIDY



I bolted the two main pieces of the tail tidy together and fitted the plate holder, light and old indicators before taking off the 675R's seats and undoing the fender bolts.



Once it was removed I also took out the aluminium spacers (visible in image 1) the bolts ran through and then fed the wiring back through the opening provided.



With the wiring through, connect up the indicators and plate light to ensure everything is working now, before you go any further. Everything connects directly to the original wiring. Easy!



Apply the stickers to protect the undertail, then line the tail tidy up into the correct position. Remember to reuse the rubber gasket that goes between the tail tidy and subframe.



Push the tail tidy firmly upwards and use the new bolts provided to bolt it into place from inside the tail, using the washers instead of the original aluminium spacers.



Check that all the bolts are tight, including those inside the tail, on the underside of the tail tidy, for the indicators and for the licence plate holder. Add reflectors at your discretion.



Finally drill mounting holes for the plate to be mounted through, with the horizontal lines in the plastic showing roughly where they'll be required. Bolt on your plate and go!

## R&G TANK PROTECTORS



Give your tank a thorough clean and dry it down. I used the wipe provided with my AMHP protectors to give it a final clean. Get the R&G tank protectors out and dry fit them.



Ensure the inside of the tank protector is clean and grab out the supplied sealant. It's an aquarium type and quite messy if you apply too much, so avoid that if you can.



Keeping in mind how close to the tank the protector will be, I applied sealant across the back of the tank protector. Once you press the protector into place it'll more evenly disperse the sealant across the area. Give it a good bit of pressure and a little wiggle around but try to avoid scratching the tank. Once it's seated correctly I applied masking tape to hold it in place for the first 24 hours. Try and use tape that won't leave a residue, or pull the tank protector off the tank when you're removing it.



As you can see in image 2 the R&G Racing tank protectors are reinforced to help prevent damage in the case of a crash or severe drop and they look pretty nifty. You can't see it here but the edges are still reasonably thick too. Overall an easy job, with good results!





## TO DO LIST:

- Billet rearsets
- Heated grips
- Coloured calipers
- Fuel cap
- Carbon-fibre bodywork parts
- Engine covers
- LED indicators
- Axle protectors
- Fender Eliminator
- Exhaust
- Shock
- Tyres
- Tune

WORDS: **JEFF WARE**

## Jeff's GSX-S1000 is racking up the kilometres and ready for some tweaks...

I've had dozens long-term test bikes in my career. Some of them I found impossible to part with, so I bought them, kept the relationship going for a while and then usually had to sell them to feed the family, and this beastly is one of those.

I've been using the GSX-S1000 every other day, rain hail or shine, and loving every minute of it. I'm yet to do a track day but plan on heading to The Farm before Xmas for a bit of scratching and to work out exactly what I want to do with the suspension. At this stage I'm more than happy with the forks, it's just the shock that I have found limitations in.

Don't get me wrong, it's a good shock, but lacks the range of adjustment I need and so will be completely replaced with an aftermarket shock. I'm yet to decide on the brand but it all comes down to affordability and bang for buck.

I'm also fitting a set of Pirelli Diablo Rosso Corsa hoops to give the bike a bit more of a sports attitude and I'm yet to decide on a slip-on or a full system. I think the standard note is good, really tough, but I am not a fan of the stock system from an aesthetic point of view.

I love the genuine Yoshi muffler but

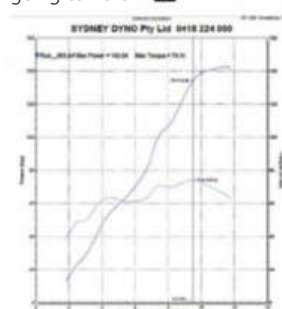
sadly they are not legal in OZ.

I have the heated grips option on order, along with the carbon-fibre front guard, engine covers and tail tidy plus some carbon goodies and tank protector.

I was considering the coloured calipers but have decided to tackle that job myself and paint them – I want chrome look.

The standard levers may not be cool looking but they are comfortable so I am reluctant to change them, however, if a set of billet anodised levers pop up that I think would improve the bike I will fit them.

In terms of engine tuning, once I get that pipe I will decide where to go – whether full house crazy or just a custom map. One thing I am definitely committed to on this bike is to stick with the principal that if it doesn't improve the bike on the street or improve the looks in my eyes, I'm not going to fit it... **RD**



The GSX-S made a healthy 142hp and 74ft-lbs on the roller at Sydney Dyno. Next step is a Woolich Racing Log Box Pro and a pipe and filter.

## SPECIFICATIONS

**PRICE:** \$14,990 + ORC

**WARRANTY:** Two-years unlimited km

**CLAIMED POWER:** 107kW[146hp]@10,000rpm

**CLAIMED TORQUE:**

106Nm[80ft-lbsft-lbs]@9500rpm

**CLAIMED WET WEIGHT:** 209kg

**FUEL CAPACITY:** 17L

**ENGINE:** Liquid-cooled, four-stroke, forward-inclined parallel four-cylinder, four-valve per cylinder, DOHC, 73.4 x 59mm bore x stroke, 999cc, 12.1:1 compression, FEM pistons, 43mm throttle-bodies, 10-hole long-nose fuel injectors, water-cooled oil-cooler, SCEM plated cylinders, SET exhaust system

**GEARBOX:** Constant mesh, six-speed

**CLUTCH:** Back-torque limiter wet multi-plate

**CHASSIS:** FEM designed alloy frame, alloy braced swingarm

**SUSPENSION:** 43mm KYB fully adjustable telescopic forks, 120mm travel, KYB rear shock, link type single shock, rebound and preload adjustment, N/A travel

**BRAKES:** Bosch ABS system, Brembo radial-mount 32mm four-piston calipers, 310mm semi-floating stainless steel rotors, 220mm rear rotor with Nissin caliper, Nissin conventional master-cylinder

**WHEELS & TYRES:** Cast alloy six-spoke 17in, Dunlop D214 120/70-17in (f), 190/50-17(r)

**DIMENSIONS:**

**SEAT HEIGHT:** 815mm

**OVERALL HEIGHT:** 1080mm

**OVERALL LENGTH:** 2115mm

**WIDTH:** 795mm

**WHEELBASE:** 1460mm

**INSTRUMENTS:** Multi-function LCD display



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# ENGINE & EXHAUST

WORDS: **HEATH GRIFFIN** PICS: **HEATH GRIFFIN & TIM MUNRO**

Since our last issue I have been busily racking up the kilometres on the new Panigale around my favourite local roads, with the result being a completed run-in period and first service...

**I**'ve also fitted the Akropovic full Titanium race exhaust system out of the Ducati Performance catalogue, and have had the accompanying pre-programmed Ducati Corse map installed in order to make the most of the new system. Despite Fraser Motorcycles kindly offering to fit the exhaust for me, I felt I could give a better insight to our readers by taking on the task first hand, which is why six hours and half a dozen bleeding knuckles later I can advise you to avoid doing this if at all possible.

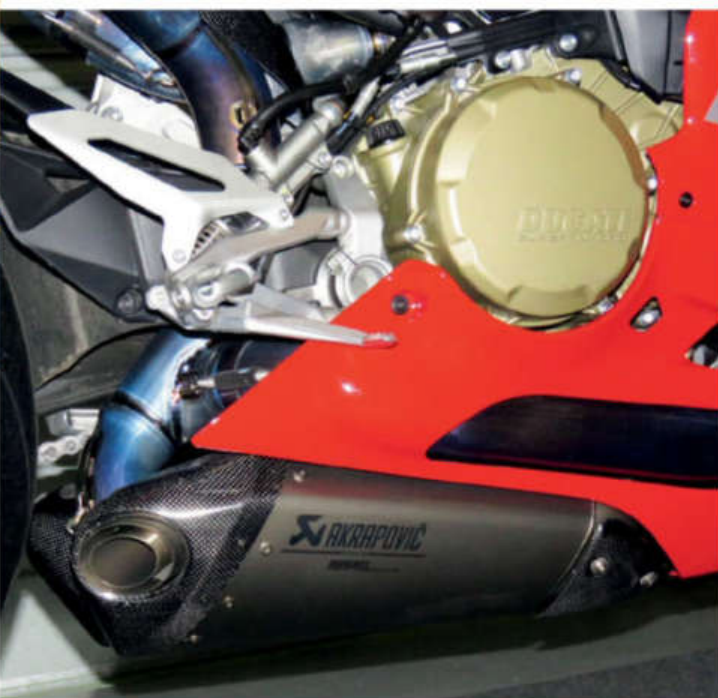
Have the trained Frasers tech's do it for you. You have been warned.

Installation frustrations aside, this example of Slovenia's finest is truly a thing of astonishing beauty. Ducati branded packaging, immaculate TIG welds and carbon-fibre heat shield, combine with a perfect fit on all mating sections to make Akro systems among the finest in the world. But the best bit is yet to come. When you heat Titanium it reacts with atmosphere, causing changes to the oxide layer on the surface of the metal. This in turn causes the surface to change colour

and different colours are achieved at different temperature ranges. We are fortunate in the motorcycling world that titanium exhausts seem to operate at a temperature which causes the oxide layer to turn a magical mixture of dark blue and purple, turning our full race systems into pure mechanical art. This exhaust is no different, and after a few hundred kilometres of riding, my Panigale now has one of the most beautiful looking exhausts I have ever seen.

As for performance, the 1299 now has noticeably more power and torque





at all revs, and the transition through the mid range, where it's most critical for acceleration out of corners or overtaking cattle trucks, seems to have received the most benefit. Those third gear power wheelies now happen in fourth as well, and the reduction in low-slung weight has improved turn speed and made changes of direction even easier. Free from strangulation by the standard emission compliant catalysts, the Akrapovic silencers emit a deeply evocative boom, coupled with a subtle thumping through the sternum that adds massively to the whole riding experience. If the full system is a little rich for your bank balance then the slip on mufflers will give almost identical performance and exhaust note improvements, you do miss out on the epically beautiful titanium header pipes though.

As I write this a brand spanking new set of OZ Racing Piega five spoke rims have arrived in my shed, thanks to OZ Racing and AMG Australia, so I'll be sourcing some track spec rubber and fitting these up in the coming weeks.

I have also just installed the Ducati Corse GPS Data Acquisition System in readiness for some upcoming track testing. We'll be doing multiple days at Sydney Motorsport Park and Phillip Island between now and Christmas.

With the amount of adjustment available on the electronics and chassis of modern superbikes it's impossible to test every aspect of setup and performance on a test, or even a group test, so with at least four full days of testing planned at multiple venues, watch this space for the one of the most comprehensive track assessments of the 1299 written anywhere in the world! **RB**





WORDS &amp; PHOTOGRAPHY: MICK WITHERS

# THE SHORT BUS

Personal goals are a major part of any sport. For Mick, it was a nine-second time slip. He's got that and here's how he did it.



**ABOVE:** Ready for first pass after being stretched.

**LEFT:** Ikon Suspension shock absorber (left) beside stock Kayaba with integral gas reservoir.

**T**hat nine-second ET was my own personal goal. It wasn't made to break any existing ANDRA or Sydney Dragway record. The Short Bus has been built to my own personal design and desires. It is legal for the Altered Bike classes within Competition Bike as well as Modified Bike, and also Sydney Dragway Street Bike. But it wasn't built to chase those records, or anyone's self-created record that only matches their particular bike. It has been built to make me happy.

As such, I drove out of Sydney Dragway on the 28th June 2015 with a huge grin on my face but my mind already ticking over and thinking about my next personal challenge. More on that later.

Almost from the day I bought The Short Bus from Ken, there was a clear vision in my mind as to how I wanted the 2001 Busa to look. As bits became available, they were added to the collection in the shed.

Jason Ellem offered up a Thompson Cycles eight-inch-over aluminium swingarm that he'd taken out of his Gen 2. After it arrived, the black swingarm looked good hanging in my shed for a year before I was ready to use it. As well as the swingarm, a few other bits were needed to complete the job properly.

Because I'd planned ahead, I already had a bright red Venhill Engineering brake line ready to fit as well as an Exoticycle brake caliper bracket to retain the Gen 1 caliper. On the other side of the swingarm, the EK DR22 chain needed to be longer. When I bought that chain (also from Jason!), it was the right length for the longer swingarm. Because it was fitted with the stock swingarm, I'd shortened the chain but put the leftover bit in a plastic bag along with a pair of new joining links for future use.

The original shock had 100,000km on it and was well beyond the end of its working life. After riding The Short Bus, Leonard Azzopardi declared that the rear shock was dangerous. He used a few more descriptive words but you get the idea. As a part of my forward planning, I'd sent a good stock shock off to Ikon Suspension as a sample and they built a replacement shock absorber to my specs.

To cover all of the moving bits as well as the rear subframe, I needed a tail that was 8in-over stock length. To make things more difficult, I'd decided that I wasn't going to cut the seat mount rails down on the standard frame for a lower centre of gravity. As it was, I'd already used Buell foot





## THANK YOU TO:

- Leonard Azzopardi
- Terry Jackson
- Ian 'Yella' Smith

pegs for an extra 30mm between the seat and foot peg before getting Kev Mitchell from VCM to re-work the seat and make it 40mm taller than stock. This is the opposite of what most people do but the extra 70mm allowed me to get my feet on the pegs without cramping as well as allowing me to get my belly on top of the tank in an attempt at tucking in. Go ahead – laugh. My mates have already exhausted themselves.

So, the search was on for an 8in-over tail to suit an uncut frame. But my list of demands wasn't exhausted yet. No, I decided that I needed to be able to use my VCM-modified seat and retain the removable hump with the key lock, as well as the stock taillight. That hump is a handy device that allows me to easily adjust the MSD Launchmaster and stash stuff before making a run. Terry Jackson fronted up with a tail that matched my demands perfectly and also produced an

undertail to seal the bottom of the tail. The happy days continued when Terry pulled out a hugger to keep burnout evidence off the shock and undertail. There's also a tank shell floating around but we'll talk about that later.

The tail and undertail needed a bit of work but Terry did that before my mate Mick from PSR Racing gave it a matching coat of paint.

Having a look around my bike shed, it finally appeared that I had everything needed to stretch my Gen 1 by eight inches. Along with Terry, Ian 'Yella' Smith fronted up and we got stuck into the transformation from Short Bus to Medium Bus.

Everything went smoothly until we fitted the back wheel and tried to line up the sprockets. As the swingarm had been in a Gen 2, we could get the sprockets to line up perfectly with the original Gen 1 spacer on that side but the Gen 1 brake caliper was 5mm too far to the outside. There was also a 5mm shortfall

**ABOVE: Almost halfway. Original swingarm and shock absorber already removed.**



The stretch in the tail bodywork is all behind the cutout for the hump.

## STUFF THAT WORKS

- Shinko F003 120/70-17 Ultra Soft, \$179.00 RRP
- Shinko R003 A 190/50ZR17 Hook-Up Drag, \$299.00
- Silkolene Pro 4, 10/40 synthetic, 4litres, \$97.40
- Silkolene Dot 4 universal brake fluid, 500ml, \$18.50
- Supplied by Warrian Enterprises, [www.silkolene.com.au](http://www.silkolene.com.au)

in the wheel to swingarm spacers on the brake side. Two spacers offset the caliper perfectly and one larger one between the swingarm and the wheel spacer had everything spaced out perfectly.

The unused bit of chain and new joining links were the right length. Luckily, I'd allowed for a bit of extra slack on the Venhill brakeline and that went on perfectly along with a pair of SBS brakepads.

While Terry was off machining up spacers, Ian and I got the rest of the stuff mounted up on the modified factory inner guard and new undertail.

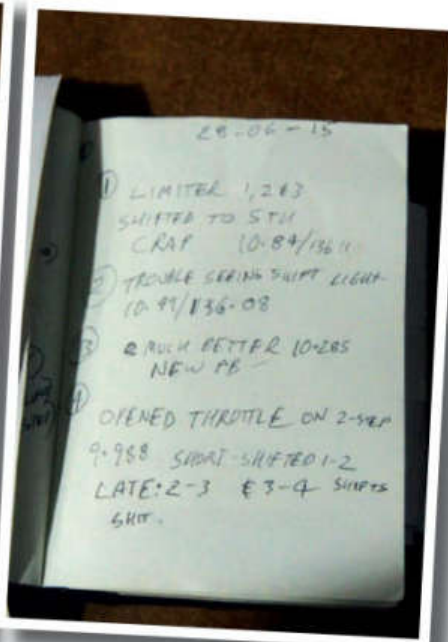
The Ikon shock was made 10mm longer than stock according to my directions in an attempt at compensating for reduced ride height. With four levels of rebound adjustment, it was set at maximum and left alone.

After looking at the Shinko Hook-Up, I decided that it had plenty of life left in it and headed out to Sydney Dragway.

Actually, I headed out a couple of times while I built my confidence up to the point where I was able to hold the throttle wide open and just let go of the clutch lever. That's something I've done plenty of times on bikes with wheelie bars but not on a no-bar bike. Now I have and that's all that was needed for me to run my first nine.

My new personal challenge is to run 10.00 consistently in Sydney Dragway Street Bike for the rest of the season. **AB**

**LEFT: Here's a look at Mick's handwritten notes for the runs he made that day. Translations. First run: Hit revlimiter in 1st, 2nd and 3rd. Also shifted into fifth instead of holding it in fourth. Second and third runs: Pretty obvious. Fourth run: Opened throttle fully on two-step before letting go of clutch. Short-shifted first to second. Over-revved and shifted late second to third, and also third to fourth. Ran 9.988 but still thought run was shit. The nine-second time slip showing sectional times and speeds. Mick is 666 and Ian 'Yella' Smith is 5865.**







# MOTORCYCLING AUSTRALIA EVENTS CALENDAR

[WWW.MA.ORG.AU](http://WWW.MA.ORG.AU)

OCTOBER - DECEMBER 2015

DATE	EVENT	LOCATION
31-OCT	2015 AUSTRALIAN SUPERCROSS CHAMPIONSHIP - ROUND 3	WAYVILLE SHOWGROUND, SA
31-OCT	2015 FIM U21 TEAM WORLD CHAMPIONSHIP	MILDURA, VIC
7-NOV	AUSTRALIAN JUNIOR ROAD RACE CHAMPIONSHIP	SYDNEY MOTORSPORT PARK, NSW
14-15 NOV	2015 WILDWOOD ROCK EXTREME ENDURO	WILDWOOD, VIC
21-NOV	2015 AUSTRALIAN SUPERCROSS CHAMPIONSHIP - ROUND 4	SUNSHINE COAST, QLD
28-NOV	2015 AUSTRALIAN SUPERCROSS CHAMPIONSHIP - ROUND 5	NSW, SYDNEY
5-DEC	2015 AUSTRALIAN SUPERCROSS CHAMPIONSHIP - ROUND 6	KNIGHTS, STADIUM



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★ Gear changes are fast and smooth  
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# RAPID BIKE EVO MODULE

This issue we fit the Rapid Bike EVO module to our Long Term Daytona 675 R...

**A**s mentioned in the Long Term page the Rapid Bike EVO module was fitted this issue and it's a highly impressive item.

The module itself is in a single machined piece of aluminium alloy and the provided model specific wiring is top quality, with very clear markings for each set of plugs. Also included are the four plugs for additional accessories, as well as a USB adaptor for connecting the module to your laptop or computer for tuning.

The benefits of the EVO module include the self-adaptive feature, which is standard and the ability to tune the air to fuel ratio and injection timing. It connects with each of the injectors (up to a maximum of eight) and as an additional benefit if you do change bikes can be switched to a new bike. All you need to do is get a new harness and the firmware can be upgraded to suit!

The install is very easy. The EVO module is fitted under the seat, the wiring harness just needs to be run from under the tank where the majority of connections on the 675 are, through to wherever you attach it (double-sided tape is provided), which is probably under the seat for ease of access.

For the Daytona the module connects to each of the injectors, with two for each of the three cylinders, as well as to the TPS (throttle position sensor), crank position sensor, gear position sensor and O2 sensor. It also connects to the negative of the battery and you have the four additional plugs to connect Rapid Bike accessories, or for plugging in the USB adaptor provided to access the EVO module from your computer, although these can be tucked away easily alongside the module.

The whole install took about two hours, although cleaning up the front sprocket area behind the cover took a bit of this time, as it

was filthy when the cover came off. A second set of hands was also useful at times to hold a torch as standing over the bike was blocking the work area light.

Only the seat needed to come off, the tank lifted and the front sprocket cover removed (to access the oxygen sensor plug).

What really stood out was also the quality of the provided instructions, which are available online and can be printed out for easy reference. Each step of the install is explained in detail with images and combined with the wiring harness having each specific set of wires labeled for easy identification which is helpful when you're connecting six injector plugs like on the Daytona.

The only other challenge is ensuring you've got all the wiring strategically run under the tank and back to the tail, to avoid any wear or tear, or being pinched under the tank when it is lowered back into position. **RB**





**1** Download the instructions. I would recommend printing them too, and then read through them thoroughly a few times so you know what you need to do.



**2** Check you've got all the necessary components before starting - the module, wiring harness, double sided tape and USB connector for accessing the module.



**3** Lift up your tank, use a bungy to hold it in place if necessary and identify the plugs from the instructions before you start, especially if you haven't done this before.



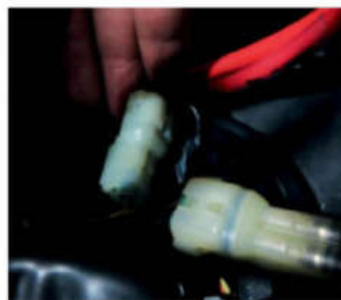
**4** Disconnect the plugs one at a time referring to the instructions, and match to the corresponding male or female plugs from the module.



**5** Here's the Rapid Bike EVO plugs (the clean ones!) plugged into the original 675R's upper injector plug and connector from the ECU.



**6** There's three upper and three lower injector plugs, these are the top three, the easier of the six to get to.



**7** Instructions include wire colours in case you get confused. These are the crankshaft position sensor plugs connected to the EVO module.



**8** Here you can see TPS written on the module harness to make your job easier. Instructions also describe where to look for the bike's plugs.



**9** Here's the TPS sensor plugs (black) and the two white plugs from the EVO module. You disconnect the two black plugs and connect them to the white plugs.



**10** Here's the gear position sensor, this was the hardest to find of the lot because it was hidden under a fair bit of other wiring.



**11** Finally the O2 sensor meant getting behind the front sprocket cover, which was hard to reach but otherwise easily identified.



**12** Here's the EVO module with extra plugs positioned behind the battery and under the seat for easy access with the USB connector.



**13** The final step was connecting the wiring harness to the negative side of the battery, in this case the SSB Ultralite. With the EVO module held in place by the double sided tape it was good to go!



**14** Here's the included USB converter cable that you use to connect the module to your PC for tuning, and the plug from the module it connects to.

## NEXT ISSUE

We'll look at using the Rapid Bike EVO software and take a more in depth look at the auto-adaptive tune feature. Other optional accessories that are available include a handlebar switch for running multiple maps, while a YOUTUNE controller will also allow Engine Braking Control (on some bikes) and RPM control (cruise control). The EVO is also capable of raising the RPM ceiling and speed limiter on some models! Stay tuned.





## POWER COMMANDER OR NOT?

I have a 2008 R6 and recently went looking for a Power Commander. After looking on the Dynojet site, I found my bike was only compatible with the PCIII USB, while the 2009 model is compatible with the PCV. I was under the impression that the '08 and '09 models were identical mechanically and as such the PCV would be suitable? Is it possible to use the PCV on my bike and would there be any advantage over the PCIII?

*Shawn, email*

*Hi Shawn,*

*The electronics of the PCV will not present an issue. The PCIII plugs into a white and a black six pin connectors on the '05 through to the '08 R6.*

*Dynojet list a similar hookup for the 2009 model R6 but without physically checking the pin-out location and connector style, it is impossible to say whether it could be used as you would like. The PCV offers an expansion unit for top injectors as well as extra digital and analogue channels in the mix as well.*

*The PCV is obviously a later and improved capability unit with the possibility of future firmware upgrades being likely to bring more capability and better operation however, as stated, unless we can look at your bike to check pin-out conformity and plug style, the question remains a hypothesis – unless you want to custom wire the unit rather than a straight forward plug in fit-up then it can be done.*

## BIKE UPGRADE

I have a 1996 VJ22 Suzuki RGV that I am upgrading and am stuck on the front forks. I use the bike mainly for track days with the occasional road ride. The front forks are soft and are starting to dive heavily under brakes.

Several people have told me to rebuild the standard forks with valving suited to track day needs and stiffer springs to suit my weight (80kg). Racetech make springs to be used in RGV forks and this is an easy/fairly cheap option.

However, I have seen some RGVs fitted with GSX-R600 forks, which offer more adjustability and are more modern/

possibly lighter. Should I upgrade the standard forks or go down the transplant path? What would be needed to complete this and would I be upsetting the GV's balance by transplanting the 600 forks?

*Nico, email*

*Hi Nico,*

*Ohlin's also have a set of springs that fit, however, just putting springs in will see a lot more un-damped movement where they over-power the original 'intentions' of the cartridge. The original design doesn't respond to re-valving like a modern fork, so while re-valving is what is needed, it isn't as simple as just doing it as though it were a GSX-R. The front transplant isn't a bad idea but must be done right.*

*The other route to what you need would be to simply graft in the appropriate cartridges and caps and recycle the fork tubes you have now – retaining the original shells and all the bits hanging off the fork. These could be done with just rebound and preload adjustability or with compression in one leg and rebound adjusted in the other. It all depends on the budget available for the project, as lots can be achieved.*

## STILL A ZX-10R

I currently ride an old 2008 ZX-10R and am considering upgrading to a more current model ZX-10R. My question is, will it be worthwhile stashing extra money away for a re-map even though the bike has such advanced electronics and self-tuning capabilities?

*Steve, email*

*Hi Steven,*

*The answer is governed by your choice to leave the bike in stock trim or the usual basic alteration of fitting an aftermarket exhaust and hi-flow air filter. I see no harm in waiting to make this choice and then you can make your decision without the guesswork. In the meantime start squirreling away every dollar you can, you will need it for track days and tyres! If you do want to tune, you can't go past Woolich Racing for your ZX-10R. Justin is the top guru in the world on those things and tunes all top Aussie bikes.*





## WINNER

### WHICH TURBO?

Hi, I would like to know which turbo I can use on my 2011 'Busa? For road use here in NZ, I am thinking only 4-6 psi boost. I also would like to leave the fairing as it is, try and fit it all in without butchering it. I am looking at about 250-280hp? I need to know which turbo and all the parts etc I would need to do this completely. Any help would be appreciated. I will be using the bike for touring and of course coast runs one-up.

*Greg, Email*

*Hi Greg*

*The best turbo would be a Garrett T28 or Garrett GT3037s. They have the same exhaust flange but the 37s is a lot bigger to look at so I would suggest the T28. The one you need came off a Nissan SR20 GT-R - it's the bigger one of the lot without outing to the 3037 that has a 3in intake. The T28 will suite you best for touring and power. Give me a call or email me for more help - Jamie Bezzina (S&R Pro).*



### TURBO PLACEMENT

I'm considering turbocharging my GSX-R1000K1 but I do not want to rake the front steering angle out to accommodate the turbo. How critical is turbo position and what dictates the area where the turbo is placed?

*Peter, email*

*Hi Peter*

*It's not that critical where you put the turbo but it's best for power if you fit the unit low. The downside of this is you have to buy an oil scavenge pump to pump the oil back to the motor. You will also need a one-way valve in the feed line so oil doesn't drain into the turbo when you let your bike sit overnight.*

*way. Then you have a track day to top it off. It can be done but you won't be cutting lap records at the track. You will have to ride on the track on tyres that are designed for a totally different scenario. They won't have the grip levels expected by most people that do track days. Some examples are Dunlop Roadsmarts, Bridgestone 023s, Pirelli Diablo Stradas and Angel STs are just a few. If I were in your position I would get to Brisbane with whatever I had on and the buy some good all-round sport tyres to do the track day on and get back to Darwin.*

*The Pirelli Diablo Rosso Corsa will fit the job as well. I have used both of them and found them great as well as getting around 7000km out of a set. You can also try Avon 3D Ultra Sports, Storm or Metzeler M7s. See you round the roads.*

### HUGE LAP

I ride a 954 Blade and I'm due for new rubber. I live in Darwin so there are not many corners, however, twice per year I make the trek to Queensland Raceway for a track day. I need something that will last the trip and still be good on the track...

*Hue, email*

*Hi Hue,*

*Having ridden this route a couple of times myself, I know you are looking at roughly 3400km each*



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# FORAN

Sean Hennigan has recently purchased Foran Exhausts at West Gosford. Sean and chief technician Julian have big plans to bring old school service to a modern era...



## HOW LONG HAVE YOU BEEN IN THE MOTORCYCLE INDUSTRY?

I started back in 1995 as a salesperson at Woody's Motorcycles in Tuggerah, NSW.

That lit a fire and took me to many shops over the years, experiencing all aspects of the industry. In 2005 we joined forces at Pro Cycles, Julian was service manager and I was in spare parts.

## DID YOU START THE BUSINESS?

Foran has been established for a long time. I was looking for the next chapter in my career and I bought the business in late 2014.

## WHY DID YOU START THE BUSINESS AND WHEN?

As soon as I could spell 'RD250' I had to have one! My first bike was an ex proddie RD250G. After it scared the crap out of me I pulled it apart to make it go faster.

Julian and I as kids rode the usual YZ80s. We were always looking through the window at Ric Andrews at night when they were at Waitara!

## WHAT MACHINERY DO YOU HAVE IN THE WORKSHOP?

We have the usual hand tools collected over the years. There is a polishing room with finishers, two TiG welders, two MiG welders,

drill presses, hydraulic press, lathe, saws, engineering benches, service diagnostic equipment and special tools including BMW tools.

## WHAT TOOLS DO YOU USE THE MOST?

Always on the TiG or grinding but generally we give all of the tools a good workout.

## WHAT BIKES ARE YOU CURRENTLY WORKING ON?

There are a couple on the benches. A resident KTM Duke café racer build, TZR250, RGV800 single, BMW R 80 bobber, big bore Bandit trike project.

## WHAT IS UNIQUE ABOUT YOUR BUSINESS?

We are aiming at the market being personal. Our parts are hand made on site. We are not an online store or a plug in and download scenario. We are always problem solving and making it real.

## WHAT'S ONE OF THE MOST INTERESTING PIECES OF WORK YOU HAVE DONE?

It is all interesting but some of the streetfighter stuff was satisfying. My early days building Forgotten Era bikes for road racing were fun. The CBX1000 we had on the bench recently was exciting.

## WHAT DO YOU LOVE MOST ABOUT YOUR JOB?

It's not a job, it is what we love to do! A hobby job.

## WHAT'S THE BEST BUSINESS DECISION YOU'VE EVER MADE?

Moving out of my comfort zone. I'm doing what my passion is with my best mate.

## ANY REGRETS?

Not Yet!

## WHAT ARE YOUR PLANS FOR THE FUTURE?

To create a shop environment where customers are happy to hang out, chew the fat, talk bikes and build them.

## STAFF:

Mad Mundy (owner)  
Loopy Lopez (1st Mate)

## LOCATION:

### Foran Exhaust Services

Unit 3, 14 Luke Close,  
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Phone: (02) 4325 0614

Website: [Foranexhaust.com.au](http://Foranexhaust.com.au)

Email: [info@foranexhaust.com.au](mailto:info@foranexhaust.com.au)









# FULL SYSTEM

A step-by-step guide to fitting an aftermarket exhaust system to your bike...

**O**ne of the first performance improvements just about any rider will make to his or her bike is an aftermarket muffler or, for those after more of a gain, a full tuned exhaust system.

A full system is no small investment. In fact, aside from custom paintwork, your full system will most be the most expensive single piece of hardware on your bike. Expect to pay anywhere between \$1500 and \$7000 for a full system, depending on brand and model. An average price would be around the \$2500 mark for a stainless steel four-into-one with an alloy or carbon-fibre muffler.

Why so expensive? A lot of R&D goes into producing an exhaust system that is going to work and do what it says on the box. So manufacturers have to invest in materials for this, along with dynos, tuners, racing development and testing and a lot of ongoing development with any partner motorcycle manufacturers. As well as the costs of R&D, most systems are made of expensive, exotic alloys, steels, carbon-fibre and Titanium.

Again, there is a lot of expense here on the manufacturers behalf. Add to that tooling, the hand made components and the size and weight for shipping and it all adds up – plus of course, branding. Like anything we buy, expect to pay for the brands with the best reputation and pedigree...

A cheap system is going to be complete



**1** Make sure the exhaust system is cool before removing it. When it is cool it is contracted, not expanded like when it is hot. You will also save yourself from burning your knuckles and fingers. Good quality tools are a must-have.

**2** Loosen the header bolts or nuts and then loosen the main support bolts but do not remove them. Then go back and remove header fasters, support bolts last and lower the original system down. This technique prevents damage to header studs.



**3** This is the original four-into-two from our Hayabusa we had a few years ago. With the twin cat converters seen here in the collector area, the system weighed a tonne!



**4** Check exhaust gaskets. It is preferable to use new ones but if you don't have any, give them a good clean and use black silastic.



**5** Before you start it is always a good idea to lay out all of the parts that your new exhaust system came with and read the instructions as well. Make sure you have all plugs, springs, gaskets, nuts and bolts and so forth required for the job. Some systems, such as this Yoshimura one, come with a spring puller.





**6** The first step in assembling a new system will generally be to fit the headers to the collector box. Ensure that you lubricate the joints with anti-seize grease, which is sometimes provided by the exhaust manufacturer.



**7** Exhaust flanges will generally be pre fitted but some systems require you to fit them. They can be fiddly and are generally a fairly tight fit over the open end of the header.



**8** Count the springs provided and check the length of the springs. The longer larger ones will be for the muffler and link pipe or headers/collector box.



**9** Copper exhaust gaskets can be heated up with a blowtorch, which puts them back in shape, and re-used if you don't have new ones on hand and have to get the job done.



**10** Make sure you remove the O2 sensor from the original system if it has to be re-used with the new system.



**11** Once you are happy that you have the headers in the correct spots and have done a quick dummy fit to make sure, you can then fit the springs using a spring puller.



**12** Sometimes it is easier to fit one header pipe at a time and slide it into the collector box, such as in this photo. You can see we have fitted 2, 3 and 4 and 1 is yet to be fitted. Generally, all four at once with them already in the collector box is best.

junk – so don't even bother. Noise does not mean better power or torque and in the case of exhaust systems, like helmets, leathers and tyres, you get what you pay for...

There is a good resale market for exhaust systems, so if you are one who upgrades your bike regularly, you can always sell the system and refit the stock one for sale time later on, probably getting 30 per cent of the purchase price back.

When you fit a full system to your bike, you also need to put some money and time aside to have the bike professionally dyno tuned with a custom map.

What are the benefits of fitting a full system? First and foremost, you will generally save many kilograms off your bike. In this instance my Hayabusa was 16kg less on the scales with the stock system gone. It transformed direction change in cornering as the old heavy system was acting like a keel on a yacht. As well as weight savings you should generally get a horsepower gain right through the rpm range once mapped, with most of the gain up top. An increase in torque and throttle response will also result if the system is a good one. Then finally, sound and aesthetics – two very important things for us motorcyclists...



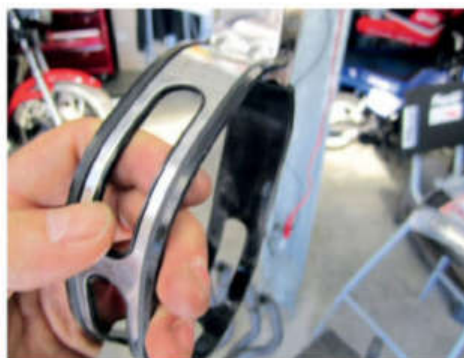
Most street legal systems will come with a bung or insert to quieten them down but this is easy to remove. I usually keep it under the seat in case I get busted and sound tested. If you run a loud system, well not even that loud, be prepared to cop a fine if you are unlucky...

Aftermarket systems are generally fully rebuildable, which is handy after small crashes as you can usually buy new 'skins' for the muffler as well as badges or individual link pipes and fasteners.

It is important that you follow the instructions that came with your system when fitting it up, as every model and make is different. Generally, you will wonder how the hell it goes on – in 20-years I can count on one hand the number of full systems that slipped together as easily as it seemed in the instructions. Most require some extra finesse, lubricant, a bit of heat and a rubber mallet. Sounds like a wild night out in Germany...



**13** Because this was such a fiddly system to fit, as previously mentioned we had to fit the headers first then the mid-section. Once it was all lined up, however, it slipped together without a problem.



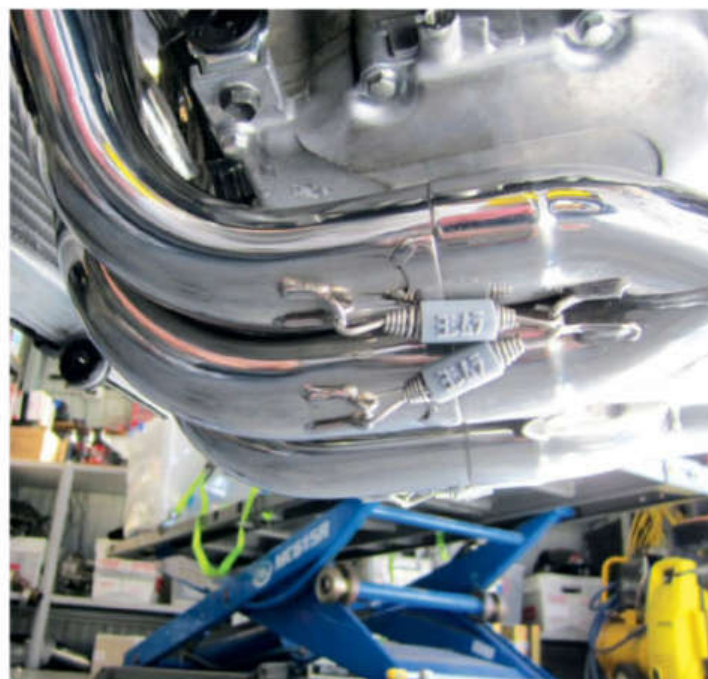
**14** Make sure you fit the rubber liner to the exhaust hanger to protect the muffler from scratches and dampen vibration.



**15** Remember to fit the O2 sensor to the new exhaust system. It is a good idea to use an anti-seize grease on the bung.



**16** Once the system is in place, do the final tighten of the header bolts. Smear the threads with anti-seize grease.



**17** Double-check that all springs are in place and are secure.



**18** Lastly, tighten the muffler hanger bracket and fit the muffler retaining springs.



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# ON SLEEPING

**L**ike some sad and blighted people, I find it very difficult to sleep. That is my excuse for getting quite drunk on a regular basis. Getting drunk doesn't help me sleep, but it does take away the pain of being awake. When I do sleep, I usually sleep like a baby. That is, I wake up crying.

The one exception I have found to this, however, is going for a good, long ride. Like a lot of people, I do too little of that, mostly because I have a job that interferes with my riding time. It pays for the motorbikes, of course, but that adds stress which in turn reduces sleep and it takes away time from that one thing in which there is some sanity.

That is what might be called the classic double bind – the vicious circle. To do the thing you love, you have to do other things and, by so doing, you are then not left with enough time to do that thing you love. Work to ride, ride to work!

In the past month, however, I have twice slept the sleep of the innocent. The first time was an overnight trip away, with no computer and no phone reception. It was just me, the bush and the machine. The second time it was just me, my two kids, our machines and more bush.

Bush is good like that. Talking with gum trees is very reassuring. The only time I find it gets a bit weird is when the gum trees start talking back.

My kids are good riders. One went past me on a difficult section. The other was slower but steadier. Kid One crashed, as did I. Kid Two just kept going. To win the race, you have to finish.

I'd spend more time with my mates rather than my kids, but they are part of the problem. For example, we were arranging our annual Christmas get together and I noted that Christmas falls on a Friday this year. Gruff, who is superstitious, said, "I hope it's not Friday the 13th!"

The last time I went away with the gang, we stayed overnight in a campground, which was useful because it had bathroom facilities. Dingo Dave was filthy after the long ride, and not having had a tub for a few months, I suggested he have a shower.

'Did you find the shampoo?' I asked when he got out, on account of him not



There are only so many square tyred, small, old Jap bikes, check shirts, beards and irony to go around...

looking a lot cleaner than when he went in. "I did," he said, "but it was for dry hair, and I'd just wet mine."

Then there was that time when we ended up on an old, disused army practice range, and the Big Fella found three hand grenades. 'We better take these down to the police station,' he said. Being the sensible one, and knowing that they had been exposed to the elements and were fragile, I suggested caution.

'What if one explodes?' I asked. "Oh, that's okay," the Big Fella said. "We'll lie and tell them we only found two."

Thirsty has been worried for some time about the long-term availability of oil and, consequently, petrol for his motorbike. It's a phenomenon, when the world passes its highest point of availability and hence production and goes into permanent decline, known as 'peak oil'. That's like 'peak beard', which is what the hipster movement has experienced.

There were only so many square tyred, small, old Japanese motorcycles, check shirts, beards and irony to go around.

Thirsty, however, had a great idea in relation to the future shortage of oil and hence petrol. "I'm going to solve my own fuel problems!" he exclaimed.

"I'm going to import 50 million tonnes of sand from Saudi Arabia and start drilling for my own oil!"


A few of the gang had been around to Gruff's place but told me they dared not go in at the time.

I said to him, 'Gruff, you really need to close your curtains the next time you make love to your wife. The whole gang went past yesterday and they were watching and laughing at the amorous antics.'

"Well," Gruff said, rising with his usual sense of self-satisfied superiority, "The joke is on them, because I wasn't even home yesterday!"

I'm going for another long ride. I clearly need more sleep.






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## BROUGGY

## TRUST

**T**rust. It's a big thing. A big thing in every aspect of life. It is most definitely a necessary component of any relationship, and believe it or not, it is especially necessary in your relationship with your motorcycle. But, just as in any relationship, there are times when either you mess up, or the other individual does. And there will be times when neither of you are to blame, yet you both suffer the consequences.

Yes. There will be times when your motorcycle, through no fault of your own, will unmercifully toss you down the road. Components will fail, and you will pay the price. Also, there will be times when, through no fault of yours or your motorcycles, you will end up in a similar predicament. Why? I don't know. Perhaps something in the environment was beyond either of your capabilities to manage. And last but not least, although we do not like to speak of it too loudly, there will be times where you and you alone will be the one at fault.

Yet, as in any relationship, our perspective can cloud who is at cause when there is a negative outcome. In fact, I sometimes wonder, if our

motorcycles could talk, what they would say to us. And, what we would say back.

Would, when a riding error was made, our motorcycles scream obscenities at us as they question everything from our sanity to our sexual orientation? Or, would they, displaying the faux calmness that is often shown by our significant others when we mess up, ask a penetrating

question with just a hint of sarcasm? Or, would they just give us that look. You know the look. The one that says, "You're an idiot. I don't need to tell you that you're an idiot".

Is it just me that gets this look? Please. Tell me it's not just me...

Now once we've received our rebuking, in whatever of the above mentioned forms it comes, how would we respond? Would we begin to blame the environment? Claiming that there was some unseen traction issue that caused us to "add character" to your beloved motorcycle's appearance? Or would we blame the motorcycle

for the situation? Or perhaps we might curse the entire motorcycle, sharing some rare and valuable insights into the bikes genetic predisposition to always let us down? To always cause us pain.

Or, would you be one of the rare individuals that can look at any situation with a greater degree of objectivity and humility? As we consider this, let me share some observations that I have made over the last 30 plus years of riding...

Motorcycles don't talk. The environment is rarely to blame. Riders don't like to be wrong. Before you get too settled on what that means, let me expand on these points. Motorcycles may not talk, but they do let you know when you are doing something wrong. You have to learn to decipher what a particular type of handlebar movement means, or what the tyre is saying when it squirms at a particular intensity. Or any other sort of message the bike may send.

Sometimes motorcycles talk gently. Sometimes they do not. We all notice it when the bike screams at us, but do we notice it when it quietly and subtly informs us that our riding inputs are less than ideal? Probably not. Which is why it often ends up screaming at us or unceremoniously dumping us on the ground.

The environment is rarely to blame. Is it a contributor to unfavourable outcomes? Yes. But it is rarely to blame. Our ability to perceive the environment and adjust our riding accordingly however is, more often than not, to blame. The excuse of, "I didn't expect the corner to tighten the way it did..." or "I can't believe there was a damp patch under the shade of that tree..." or any other thing you

Motorcycles may not talk, but they do let you know when you are doing something wrong. You have to learn to speak their language...


might come up with, is exactly that, an excuse.

Riders don't like to be wrong. Truth is, nobody likes to be. They say that one of the hardest things in life to do is to see yourself how others see you. To be truly self-aware. They also say that if we could be truly self-aware, nobody would need to tell us what to do better as we could see it for ourselves. The reality is that more often than not, the rider is at fault. The rider is after all, the biggest variable on the motorcycle.



So, how does this help me improve the trust in my relationship with my motorcycle? Well, trust cannot be gained in anyone (or anything) until you have it in yourself. The challenge is that we cannot trust (and therefore be trusted) until we see and acknowledge our errors, which of course goes directly against what human beings naturally tend to do.

The greater the willingness for us to accept our weaknesses... to truly accept them... the greater the possibility for us to overcome them and build that trust in ourselves and the motorcycle.

The more open and honest we are in what we contribute to this relationship, the more willing our partner is to do their part. Get this balance wrong and you will have a turbulent affair with the monster that lives in your garage, but on the other hand, get this balance right and you and your pride and joy will ride into the sunset living happily ever after... 





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# ON ONE WHEEL

**H**aving, at the time of writing, just come home from the Guinness World Wheelie Records meeting at Elvington airfield, just outside York in northern England, I can quite happily give an answer to those people who think that wheelies are old hat and that they're not big and they're not clever. You're wrong, they are big. And yes, they are very clever...

OK, so wheelying your raucous, open-piped sportsbike past the young mum's outside the local primary school at home time may not be the most socially-acceptable pastime and you're certainly not going to get any playtime for Mr Sausage by impressing the yummy mummies in that way... There's a time and a place for everything, and if doing long, high speed monos is your cup of Rosie Lee, then find somewhere quiet to do it.

Or, alternatively, find somewhere very noisy to do it. Like on an airfield filled with like-minded lunatics who all want to go as fast as is humanly possible on one wheel, as was the case at the Guinness records weekend.

The wheelies we're talking about here aren't the sort of blipped-up-off-the-throttle monos that every man and his dog can do on a modern sportsbike, especially a modern computer-controlled whizzbang with traction and wheelie control. No, these are the sort of ballistic hoon wheelies that'll make your hair stand on end just by listening to them. Mega horsepower turbo bikes ridden by blokes with cajones so big that it's surprising that they can find leathers to fit.

These wheelies are cleverer than Steve Hawking's pet parrot, and bigger than something very big indeed. Held up for over a kilometre, and at speeds equating to covering more than three miles a minute. Fast. And very impressive. The sort of wheelies that make the geezer who pops up the front through first when leaving the pub look like a bit of a nob. Basically, the sort of wheelies that us folk who chose to ride streetfighters really, really want to be able to do.

Now, riding in a fashion that might be described by those people who dictate law and order as being 'excitable' is as part and parcel of the streetfighter scene as Simpson helmets, Renthal handlebars and teeny, tiny numberplates. Burnouts, stoppies and wheelies are seen as being expected when you ride a heavily-modified performance motorcycle. Or, at least, that

is what seems to be expected by those folk who ride a standard bike, for some reason particularly those with luggage-laden touring bikes, as they seem to think that everyone who rides a custom motorcycle is a 'show-off'. Not that anyone who rides a streetfighter gives a flying hoot about what anyone else thinks, and nor should they.

If a person wants to ride in an extravagant fashion, then as long as they're not endangering anyone else then why shouldn't they? Aside from the fact that it's a huge amount of fun, learning to do stunts can increase rider ability and affinity for the machine. You don't get that by riding your touring bike in a straight line and on cruise control at 70km/h...

Me? I can't pull wheelies to save my life – my brain knows what I'm supposed to do (after all, I've read enough how-to-wheelie features over the years) but it seems my right wrist has an aversion to the front end leaving the ground... but burnouts, stoppies and knee down? I can do all of those – after a fashion – if, indeed, I do want to 'show off'. But the times that I find myself doing them the most? When I'm by myself, out on a ride on my own.

For the single, simple reason that got most of us into bikes in the first place. Fun. That and the fact that, if I got it horribly wrong, then there wouldn't be anyone there to point and laugh at me. Or video it and put my embarrassment online for all to see. But I do them for the enjoyment factor, not to gain any social kudos, or because of the sort of bike that I ride.

Naturally, my bikes are geared towards the 'fun factor' – lowered gearing, high and wide bars, grippy titanium motocross footpegs, etc – as any bike built within the streetfighter idiom will be. And therein lies a conundrum.

Over the last few years, while doing my thing and photographing some really cool extreme performance custom bikes (aka streetfighters), it's become increasingly noticeable just how many owners/builders just don't want to do any kind of action shots. No wheelies, no burnouts, no knee down, nothing. Excuses such as an inability to wheelie are fair comment, as is the fact that expensive new tyres have just been fitted and doing a burnout would ruin the rear. But when said owner refuses to even do some slow ride-by pics, I get really confused. This is from people who have built bikes that are just crying out for some kind of hooliganistic riding!

I do wonder why some people spend so much – both in terms of time as well as money – building a really cool bike, only to ride it like they're popping out for bread and milk. I started this column by referring to those folk who say that wheelies aren't big or clever.

But riding a motorcycle that has been built for fun, and then plodding around like you're waiting for retirement and a dreary end fading away in an old folks' home?

Now that really is not big, and it certainly isn't clever! **RB**

“But when said owner refuses to even do some slow ride-by pics, I get really confused...”







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# CONSEQUENCES

## BY-THE-WAY OF LEGAL INTEREST

### CONSEQUENCES FROM FAR AWAY

Paul is a professional driver living in a small country town in NSW. He loves motorbikes and has ridden them for over 40 years including road, adventure and trail.



He is on a holiday with mates in Victoria on the Great Ocean Road near The Apostles and about 8am cruising at about the speed limit of 100 when he notices a white 4WD tailgating him. He looks, gets a little anxious and slows down. The 4WD does the same, pulling back.

Paul accelerates back to speed and bingo same thing happens again and he slows down and accelerates back to speed same as before.

When it happens the third time he accelerates to a higher speed getting away a bit from the 4WD.

Approaching the next town he slows down to town limit and is greeted and pulled over by a police car and given a ticket for 40 over

meaning suspension in Victoria of six-months and \$600 fine and demerit points.

He protests to the Police who ignore him. This smacks of entrapment... After paying the fine he gets a letter at home from the RMS suspending him for the same period in NSW which would mean loss of his employment and financial hardship.

I act on the appeal and a very smart Magistrate works it out and dismisses the application, lucky Paul!

**Mark Stenberg**  
Solicitor  
SYDNEY



## MISCELLANEOUS RAMBLINGS

### BUCKETS LIST: SIMPSON DESERT BY DIRT BIKE

The ride to Cape York by bike is a dream of every rider and I was lucky to do that from Cairns with S-I-L Rob in 2011.

How I made it in one piece only having ridden dirt bikes for a year (ignoring stuff 35 years ago) surprised even me. Loved the fly in/ride/fly home concept which some people think is expensive but I think is good value.

So got the taste enough to call Daryl Beattie and book the Simpson/Finke 40th Anniversary trip which is from Birdsville to Alice to Finke to Alice over seven days (nine days away from home) and went in June this year.

There were seven guests but 11 bikes including leaders/sweeps plus a couple of celebrity guests like Craig Lowndes and Jack Perkins, the latter riding his private CRF450 Honda. Darryl's support vehicle is a "Mammoth" being an ex-army Unimog set up with all the necessities like petrol tanks for the bikes, shower water, drinking water, fridges, freezers, room for bedding, guest luggage etc.

To add to the impact there were three, including one piloted by Larry Perkins, jaws were dropping everywhere!

No one told me how difficult it was to ride in that red talcum powder which made the Cape York trip a piece of cake. The first day was 200km of standing on the pegs after getting acquainted with Big Red, the first dune – only 1099 to go!

I'm happy to say I was able to tick that box and apart from a numb right wrist (who needs it on a bike!) managed OK and savoured the experience.

What next Daryl?

### LUSTR FOR SALE: GOODBYE HOT BLACK MOMMA....

When a P-plater broke my leg in 2007, I bought a brand new K8 Gixer 1000 on the 12th of January the following year. Big Rob from CCPCC collected it from the dealer and installed all the necessary bling making a very serious but friendly superbike.

First registered and ridden in May 2008 and seven amazing years and 44,000 mind blowing kilometres later it has become surplus to my needs, competing with a weekly ridden 2016 KTM500 enduro bike, work, family, holidays and nerves about being a target for our Boys in Blue who want to confiscate my squeaky clean driving record.

On the other hand a change is like a holiday so future options include an S 1000 RR or Panigale, hmmm... how much time do I have?

It has 174rwhp and a flat torque curve which makes it possible to ride through country towns in top at <60kph in top gear. It has everything you could want including one original owner, a log book for all 44,000kms, Metzler M7 RRs, a complete Micron race exhaust, Brembo front master-cylinder and lever, EBC rotors, 520 chain kit, Power Commander, carbon-fibre galore, braided brake lines, heated grips, Heli bars, Ventura rack and handle and many more items, nothing to spend and it goes like a cut snake! Value "Priceless", price \$9,500.

For an extra \$2k I will throw in a set of K3/4 wheels with rotors, two sets of used slicks and two sets of K3/4 complete fairings including fuel tanks!

*Let's live the dream and meet on the winding road or single track... and you can always contact me on:*  
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# 10-TYRE TEST

Choosing the right tyre is all about picking the correct tyre for your needs....

WORDS: **ROB MOYSE**

**D**iscussions about motorcycle tyres can sometimes be emotive. If you ask 10 mates what they think, you will get at least 11 different opinions (assuming you've got 10 mates, that is). On web forums you will see some contributors repeating what they've read elsewhere, many praising whatever they've got fitted today and most asserting that their latest tyre is better than whatever they had on their bike beforehand.

Tests in magazines always involve new tyres and usually have a significant track element to them.

Many tests are from Europe or the USA, where road surfaces are generally better maintained and use different tarmac compounds. Few tests tell you what they are like throughout their whole life under Australian conditions. Even if they did, each rider has different needs. Some hardy folk ride in any conditions on all manner of surfaces.

Others ride only when they choose to. Some live in cities while others live in the sticks. There is no "one size fits all".

My tale makes no pretence at universal tyre truth. All it aims to do is provide one more resource to

There's far more to tyres than just grip, with mileage, performance - both new and old, not to mention finding the tyre that suits your bike, riding style, conditions and riding habits!







help readers choose. Its advantage is uniformity. All tyres were used on the same bike by the same rider, over all sorts of roads, over 99,000km, although I changed suspension at about 30,000km. There are no villains in this piece. Indeed, there are no villains on sale these days, as far as I know. Every tyre I have used was safe and fit for purpose. The key question is – what purpose?

In general, the more any tyre excelled in one area, the weaker it was in another. The trick is in working out what balance suites you, not what suits some bloke who wrote the latest test for a magazine.

I ride throughout the year in Canberra and the surrounding area in temperatures from -8°C to 40-odd-C°. The roads vary from excellent in many suburbs to rippled, pothole infested death traps in the surrounding hills. I do the odd trip to Melbourne across the Snowies and to Sydney on the freeway also.

I also did occasional track days for the first 60,000km of the bike's life before I got a track bike. The bike is a 2005 Honda Hornet 900. The only reason this matters is because the weight, power characteristics and suspension quality make a difference to what tyre will work best for you. It weighs about 195kg dry, 225kg wet and makes about 75kW(100hp). Mine has an Ohlins shock and RaceTech front end, so it is a lot more tactile than your average Hornet.

Here's the story of my tyres.

OEM tyres were Bridgestone BT010s with standard suspension. Everything is relative and after three years on cross-ply tyres these radials felt like a big improvement.

They were unremarkable in both the good and bad senses of the word. They held no surprises but neither did they inspire much enthusiasm. They did surprisingly well under duress at both Wakefield Park and the Sutton

**With almost 100,000km travelled on the same bike, in similar conditions, it provides a great opportunity for testing out the various options available.**

Road Hill Climb Circuit, allowing me to grind the hero blobs in a shower of sparks even on recommended road pressures. They lasted 14,000km and they won't let you down. Would I buy another set? No.

Next was Avon Viper Sports with standard suspension. I intended to buy the Viper Super Sport but they didn't have any and the Sport was on special offer. A popular US Hornet website that I had found to be reliable claimed that 60-profile front tyres were the way to go but they got it wrong on this occasion.

I didn't like the steering, although the tyres gripped well wet and dry, almost to the end of their life, which was 14,000km. Would I buy another set? Vipers have been superseded by the new 3D Ultra series and I would definitely give these a go, but with the normal 70-profile front.

Michelin Pilot Road 2s came next again with standard suspension. These tyres are an old-ish design but still a best seller, despite being an old design and there are good reasons for that. They were beautifully neutral and inspired immediate confidence.

For months I used to come home muttering about how good they were. They lasted 14,000km but they stopped being any fun from about 10000km. Would I buy another set? They are cheap now, so if you chuck them away at about three quarter life, before they go sad, they are still good value.

The Bridgestone BT016 Pros came

next – on modified suspension. By this stage I had got the track day bug and wanted something suitable for the fast laps I imagined I was capable of. A *Motorrad Magazine* test suggested these might be the best answer. They were right but only for the first half of their life. These are underrated tyres and I know some riders who lap at near-race pace on them. If you want to go seriously fast for about 4000km, these will put a smile on your dial but after that they start to lose interest and are totally done-in by 6000km. Would I buy another set? They are now sold for such remarkably low prices it makes economic sense to buy them and bin them at 4000km.

Next came the legendary Pirelli Supercorsa SP. As soon as it was fitted I headed out into the

hills and immediately understood why people raved about how well they steer and grip. They were quite sensitive to pressure, didn't like road paint and were poor in the wet but I was happy to accept that from a track biased tyre. Unfortunately they were not that great on the track and no amount of messing about with pressures seemed to work.

I still can't explain this. Faster people than me swear by SPs and the SC version is a great track tyre. I wasn't sad to see them go which, incidentally, doesn't take long.

Would I buy another set? No.

After my disappointment with top-end track tyres I decided I would have something more modest next.

Cut price Metzeler M3s met that description. On the road they felt nicely neutral and were good at everything, including wet weather. They went sad at about 80 per cent of their 10000km life. I had no great expectations of how they would cope on the track, but they matched my porky Hornet well and were within half a second of the Supercorsas. Although they lacked any outstanding feature they were a good overall balance of qualities for a road tyre for the odd track day. Would I buy another set? Probably not but only because Metzeler have moved on.

Next I got a pair of Continental Sport Attacks because they were on special offer. For a while I thought I had made a bad choice. I found their steering good on the track but too abrupt for comfort in normal road use. They were good cold but only







average in the wet.

Then, after a while I caught myself thinking 'I like these'. Their outstanding feature is that, unlike any other tyre I have used, they stay good right to the end of their life. Would I buy another set? Yes, at the right price.

By the time the Contis died I had bought a track bike and was doing more long distance riding on the Hornet, so decided on touring tyres. Bridgestone BT023s had good reports, so I gave them a go.

They stick well in the wet and last forever. Riding over the Snowy Mountains in a storm with night coming in, I wouldn't have swapped them. They still had tread left at 16,000km but confidence declined from 12,000 km. Would I buy another

**If you do your research and keep an eye out you'll sometimes net yourself a great deal on a set of tyres at your local workshop or dealer. Don't be afraid to try something new, just ask the store, if no one else, what those tyres are commended for.**



set? No. They work well but their steering is too stodgy for me.

Next I went to the opposite extreme again. The Pirelli Rosso Corsas on my track bike tyres were worn at the edges but the tread that gets used on the road was still good, so on they went. They are exactly what Pirelli says they are. These will put a smile on your dial, just like the BT016 Pros. In my experience they are better on the track in hot conditions but not quite as good cold and will cost more to buy. Unsurprisingly, they are not great in the wet but neither are they scary. Would I buy another set? Yes for the track but not for general road use.

Having reacquired an appetite for sports tyres but being under pressure from the Minister of Finance, I gave the newly released Sava Sport Force a go at \$350 a pair.

These feel like the Pirellis, but last nearly twice as long, stay good to the end of their life and are a



little better in the wet. I have not had them on the track but wouldn't hesitate to. There was a recall on one batch of these, so make sure your dealer isn't trying to offload those on you. Would I buy another set? Yes.

That just about sums up my story of all motorcycle tyres, each is a compromise. After 10 different tyre types over 99,000km, I have gravitated to the view that what matters most on the road isn't how good they are when new, nor how long they stay nominally legal, but rather how long they retain good



performance. There may be better tyres out there, but I can only write about the 10 I have owned in Canberra, with its low rainfall and wide temperature range. Of these, I would choose the Sava Sport Force as my favourite. The fact they are over \$100 cheaper than the competition is just a bonus. If I lived somewhere wetter I would look to Avon, Michelin or Metzeler.

I have no connection with any tyre manufacturer or importer, just to be clear! **RB**







# AUSSIE SOURCES

Looking for customising and performance bits? Here's a good place to start.

## NSW

**Aussie Streetfighters**  
streetfighters.com.au

**Anderson Stands**  
andersonstands.com

**Central Coast Performance Cycle Centre**  
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(02) 4322 7887

**CC Bike Works**  
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ccbikeworks@gmail.com

**Cutting Edge Paint Shop**  
Blakehurst (02) 9547 1610  
cuttingedgepaintshop.com.au

**Dudley's MC**  
Wyong (02) 43533730

**Extreme Creations**  
Brookvale (02) 9939 4878,  
extremecreations.com.au

**Foran Exhausts**  
West Gosford (02) 4325 9120  
foranexhausts.com.au

**Fraser Motorcycles**  
frasermotorcycles.com.au

**GMoto Imports**  
gmotoimports.com.au

**Gowanloch Ducati**  
Kingsgrove, Sydney  
(02) 9750 4346  
ducati-gowanloch.com.au

**Ikon Suspension**  
ikonsuspension.com

**Kenma**  
kenma.com.au

**Link International**  
linkint.com.au

**Mark Tudor M/C**  
Castle Hill, 0432 523 829  
mtmotorcycles.com.au

**Moto Italia**  
Emu Plains, 0432 441 985  
motoitalia.com.au

**Moto National**  
motonational.com.au

**Radguard**  
radguard.com.au

**S&R Pro**  
Penrith, (02) 4732 2203  
sandpro.com.au

**Sydney Dyno**  
Karing 0418 224 000,  
sydneydyno.com.au

**Tuneboy**  
tuneboy.com.au

**ZAP Racing**  
zapracing.com.au

## QLD

**AUSFR**  
(07) 3804 0916  
ausfr.com.au

**Australian Motorcycle Components**  
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**HEL Performance**  
Brighton, (07) 3869 3016  
helpperformance.com.au

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mbct.com.au

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## FINALLY A DECENT HARLEY!

I'm a long time *Rapid Bikes* reader and streetfighter fan. I enjoy your custom bike articles, even the Harley's, but most of the Harley's you run are basically just turboed or supercharged and not much else. At least they go OK in a straight line but they weigh so much a turbo HD is probably as fast as a Honda CX500 with a pillion! Finally, however, I pick up issue 98 and there is a decent HD in it – the Vida Loca Super Motard. Lightened, horn looking, bit of engine work. If Harley built these things they would sell thousands. Nice bike!

Darius, Email.

## RAPID COLLECTION

First of all just like to say I love your mag and look forward to each copy arriving in the post. With a second child on the way I am trying to make more room in our house (selling the CBR is exempt of course). I have a whole collection of *Rapid* mags from issue one to date. I noticed in previous issues there is sometimes the odd mention of a punter trying to sell their collection.

Any chance of getting a mention in an upcoming issue?

Gerard, Email.

**G'day Gerard,**  
**Thanks for the email and for being a loyal reader! Anyone interested in this great opportunity can email me and I will pass the details on to Gerard. There are very few full collections left and the publisher does not have full stock anymore. – Ed**

## I REMEMBER

Hi team just a note to say keep the *I Remember* articles coming. I used to buy *Used & Classic Bike Enthusiast* when it was around and I loved this page. I note that Jeff has now taken some of the sections that were in that great mag. The *Used Ride* tests are good (will they be back) and the *I Remember* are tops. I enjoyed the RZ one in the latest issue as I am a huge RZ fan. Do you take submissions from readers for *I Remember*? Also, will you ever bring back *First Love*?

Ed, Email.

**G'day Ed,**

**Thanks for the email. These are things that we love so we always try to write about them – the bikes we grew up wanting or riding. UCBE is still around, in fact, it has a new Editor the famous Geoff Seddon, and is called Retrobike. Check it out. We might bring back a few First Love articles as they were cool. As for submissions for I Remember, yes always happy to get reader stories so email to editor@rapidbikes.com.au – Ed**

## RD400 ENGINE

My name is Kevin Bartley and I live in Brisbane, originally from Bristol in the UK. I am thinking of doing a project using a Suzuki GS500E frame and a RD400 engine, the problem is finding an RD400 engine in Australia. I have just bought the latest copy of *How to Restore Your Motorcycle*, and *Rapid Bikes*, both a fantastic read! And to be honest have come to a dead end trying to source a RD400 engine. I thought it would be worth asking you if you can put me in the right direction to source a contact for the RD400 engine? I have no problems finding a GS500e frame.

Kevin, Email.

**G'day Kevin,**  
**I would definitely suggest you give Old**

**Gold Motorcycles a call. I get all of my parts and bikes from Steve. 02 4574 2885. I have huge regrets when it comes to RDs. I had a stunning 250 (pictured) that I sold for \$3000 a few years ago. I thought that was a good price... I was also offered an immaculate RD400 for free five years ago but I said no as I had no room. – Ed**



## IF ONLY GSF1200

Just got the latest issue and I fell over when I saw my dream bike. The GSF1200, oh man, Kar has out done himself this time. As a product of the 1960s, a child of the 1970s and a motorcyclist from the 1980s until now I have a very, very special place in my heart for oil/air-cooled Suzuki motorcycles and that last generation Bandit engine was the peak of the development and an amazing motor.

I have two dream bikes – a GSX-R1100J with a 2006 Bandit 1200 motor in it or a café racer with said engine. It is almost as if Kar read my mind.

Would you mind asking him if it is OK for me to copy some of his ideas? I really need to make this happen now that he has put this beauty in

front of me!

Pete, Email.

**G'day Pete,**  
**Make sure you send us a picture! I'm sure Kar would be happy to inspire you with your build – Ed**

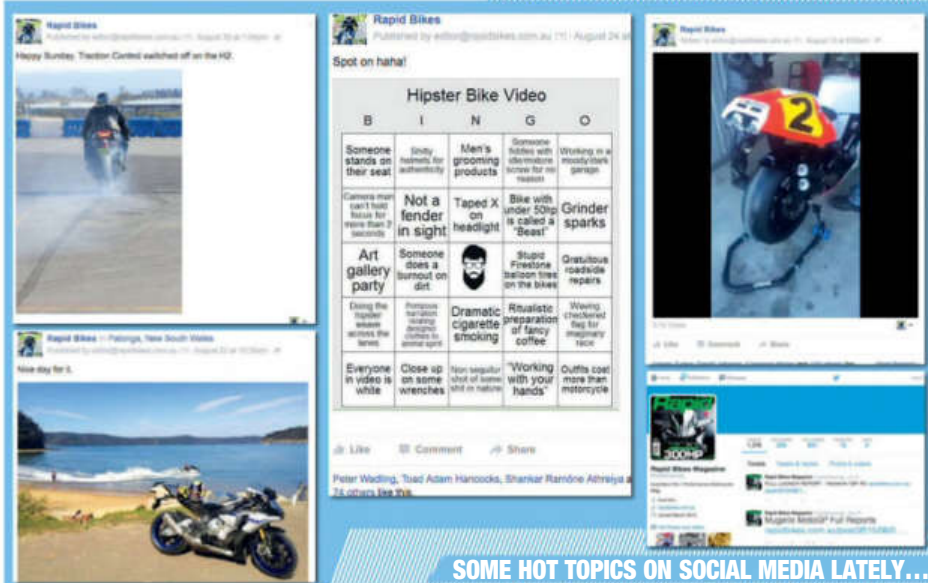


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## SOCIALLY TALKING

Facebook – Rapid Bikes | Twitter – @rapidbikesmag



SOME HOT TOPICS ON SOCIAL MEDIA LATELY...

## FB FAN PAGE HELP

Hey guys I was wondering if you would be interested in helping share my nephew's racing page if we reach a 1000 likes and followers the family will be sending sponsor shirts out to random supporters in thanks.

<http://facebook.com/BradSwallowRacing>

If you are able to help it would be wicked,  
John, Email.

**G'day John,**  
**Happy to help and all of us here at**  
**Rapid HQ have Liked the page too – Ed**

## BIKE TO FEATURE

Hey guys, love the mag. I'd like to get some info on what it takes and what you look for in a bike for your mag. I don't quite know if what I've got is feature worthy or just a solid *Reader's Ride* bike. The caliber of bikes you show is pretty high! I have a Buell XB12s that is very custom but using hard to find Buell parts or very rare custom parts including a one set in Australia wire wheels, but not built from custom frame up! Can you point me in the right direction of how and where to submit my bike.

Steve, FB message

## WINNER

### BRAKE OFF

I've just been reading an article on stopping distance on the Brembo FB page and it got me thinking. Has there ever been a brake comparison test with bike models? Over the years there's always been something about brakes and ABS but I've never seen a floor model "brake off".

Dan, Email.

**G'day Dan,**  
*That is a great idea. Haven't seen one done for a long time but I have a collection of old Two Wheels magazines and in the late 1970s and early 1980s most of the tests had measured braking figures from various speeds. Really handy stuff to know and with the stopping power of bikes these days a good point so if anything I will definitely find a way and a place to do this in our next shootout. Thanks for the tip, Dan, and keep an eye out in future issues for a 'Brake Off'. – Ed*

**G'day Steve,**  
*Good question. A lot of the bikes we feature we find through word of mouth or just the way you have done it, by the owner contacting us. What we require are a few images of the bike (good quality digital shots) and the specifications list. Flick that through to [editor@rapidbikes.com.au](mailto:editor@rapidbikes.com.au) mate. If we decide to go ahead, we will send you a spec sheet and organise a photoshoot. We currently have around 100 bikes on file so it is a bit of a drawn out process, however, we get there in the end – Ed.*



# WIN!

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# ADVENTURE GEAR

With a bunch of the latest adventure bikes to get through, I needed the right gear, particularly in the middle of winter.

## VORTEX ADVENTURE JACKET

I've been seriously impressed by this jacket which has become my daily jacket, with my first outing a trip from Sydney to Mudgee and back in the middle of winter. It was hovering around 1°C to 2°C a lot of the time, particularly up through the Bells Line Of Road, Lithgow, Bathurst and Sofala.

I was toasty and warm the entire trip with the winter lining fitted along with the extra waterproof insert. It was raining a lot too and not a drop got through. On the way back in the dusty sections, flat out chasing six fellow journalists, no dust got through. Impressive stuff. Even the pockets remain dry and clean.

I've also been using the jacket over my leathers on the road bikes and find it fantastic. I simply remove the lining but leave the back protector and armour in. The stretch panels in the shoulder and elbow ensure comfort and ventilation panels are well sealed when closed but when open, provide good airflow. The best part of the jacket for me is the neck area, called the Throat Coat. This double Velcro's and completely seals your neck and chest from the weather, without causing skin irritation.

The jacket is highly adjustable, lightweight and very good quality. **\$449.95 RRP**

## VORTEX ADVENTURE PANTS

I've had quite a few long trips to do lately and these have been fantastic. They offer good weather protection as they fit over your boots. The pockets are fantastic and weatherproof, like the jacket they have reflective print for night safety and zip to the jacket as well.

The pants are lined and the stretch panels around the family jewels keep you comfy. I use the thermal liner and the waterproof liner in cold and wet conditions but generally run no extra liners. With knee armour and double layer seat the pants are safe and they are also top quality. **\$319.95 RRP**

## ADVENTURE 2 GLOVE

These warm winter gloves are my daily use gloves during the cold months, on all bikes. They are a bit tricky to get on and off quickly due to the lining but well worth the effort.


I have used the gloves a lot in all conditions and they are not showing any signs of wear. On the freezing morning trips I regularly do from my place to Eastern Creek Raceway (100km), often at 6am in 1° to 2°C temperatures, my hands stay warm. **\$89.95 RRP**

## RX ADVENTURE GLOVE

These are lightweight shorty enduro/adventure gloves that are fantastic. They are made from a stretch material so they are super easy to put on and are comfy. They feature knuckle protection and are good for off road stints but would also make good streetfighter or stunting gloves. **\$54.95 RRP**

## ARMADA GORE-TEX ADVENTURE TOURING BOOT & SIDI SOCKS

These Sidi boots are seriously hardcore. I've been using them for touring and for adventure riding.

There is an upper wrap around feature that can easily be removed for roadbike and touring use, or fitted for adventure riding. The Gore-Tex inner ensures breathing and no stinky feet – and in combination with these awesome Sidi technical socks I could ride all day in the boots. They are showing no signs of wear despite regular use. A great boot so far! **\$599.95 RRP** 



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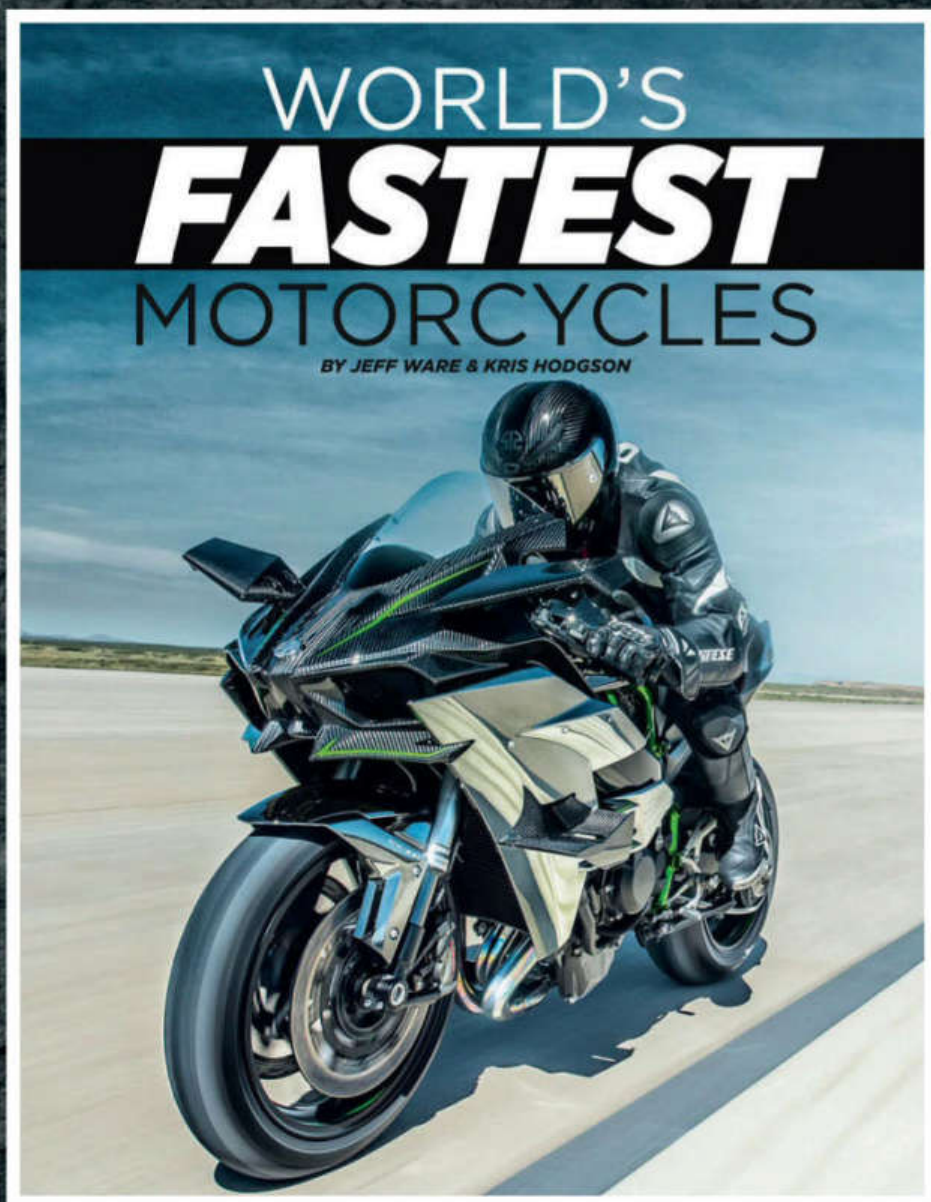


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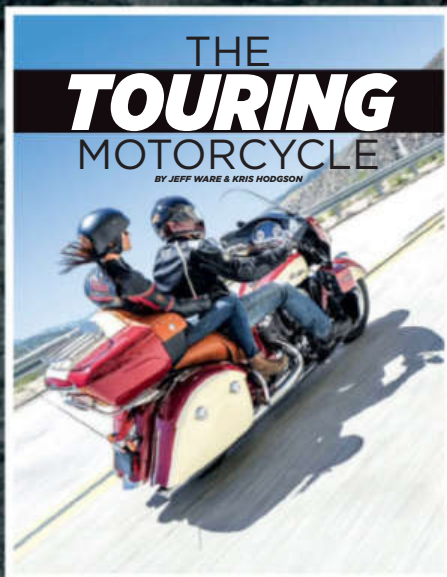


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USED RIDE

# 2009 RSV4



TEST: **JEFF WARE** PHOTOGRAPHY: **LOU MARTIN**

With a test on the new 2015 RSV4 RR in this issue, we decided to feature the original 2009 model as a *Used Ride*, for those in the second-hand market...





First impressions last and the RSV4 certainly won me over in the first 30 minutes. The bike is seriously compact, even by supersport standards, yet is also really comfortable. I'm 185cm and I'm cramped on all the 1000s, bar the ZX-10R and now the RSV4. Reach to the tiny but wide-set bars is relaxed and not at all weighty on the wrists. The pegs, though not adjustable, are positioned in a location that offers a good seat-to-peg distance and feet are forward enough to avoid cramping.

The seat feels hard to the touch but is wide and spreads the load and is super comfy and the tank shape is unobtrusive. The controls are light and fall to hand well, they are smooth to operate and the headlight is a ripper. The dash is easy to read at night and the only gripe I have is that I kept flicking the menu switch with my thumb

when going for the indicator. They are too similar in feel and too close together. Also, I could not put the sidestand down without knocking the bike into gear. Apart from that, this is the most ergonomically sound road going sportsbike on the market – for this puppy anyway.

The mirrors are good, surprisingly and although it

runs at the upper end of the scale, the cooling system does a good, regulated job in traffic. There is some heat off the main rails that will cook in summer but soothe in winter. So what...

I tried all the maps and rode home in R, which is Road and that was fine for commuting. The throttle is choppy from closed in all map modes but this is the norm for most EFI bikes and in particular, fly-by-wire actuation systems.

When I arrived home and parked the RSV4 in the garage, I cracked a beer and had a good look at the bike.

I have always admired Aprilia for the quality of build and finish. The paintwork is flawless, everything lines up. The Ohlins gear and the wheels look horn, the dash modern and the castings of the rearsets and footpegs are typically good quality, satin alloy finish Aprilia items. Even the fasteners set the RSV4 apart from the rest with loads of CNC machined spacers and fastener heads that look like they are straight off Max's factory racer. Carbon-fibre guards, Brembo brakes, magnesium engine cases and covers, that tailpiece... The frames main rails are the highlight of the bike and look hand polished to a mirror finish such is the quality. You don't get that sort of added touch on any Japanese bikes, bar the VMAX.

Drool factor is definitely 10/10.

## OPEN ROAD RIDING

On the open road out of the CBD, the RSV4 is a gem. None of this hard-edged, bone jarring – typical of Italian up-specced bikes of the past.

The Ohlins front and rear are compliant and although firm, not at all a disadvantage on the snotty bumpy roads. I backed front preload off a turn and compression at the front too, plus took some compression and rebound out of the rear for the road (I changed this again at the track).

The RSV4 has an Ohlins steering damper and I only ran that on 10 clicks. Tyre pressure is standard.

My loop included the usual fast open sections, tight 35ers and lots of bumps in places.

This time wearing full leathers, I expected to be less comfy than in jeans but that was not the case. What Aprilia really have right on this bike, is they have given the rider maximum freedom of movement, which is so important on the road. Whether it is shifting to get comfy

The RSV4 is seriously compact, even by supersport standards, yet also really comfortable...



after a few hours, moving over bumps, shifting weight in the wet or scratching hard, the extra confidence gained by freedom of movement is huge.

The RSV4 is ultra stable on the road, despite a light feeling in the front off turns. I experienced no headshake during the test, despite really having a go. The bike is also stable on the brakes, thanks to the slipper clutch, balance of the bike and that freedom of movement. Feel from the Brembo's is class leading, as is the power. Somewhere the Japanese have really disappointed this year is on the anchors and the RSV4 puts some of the superbikes to shame here.

Initial turn-in on the RSV4 is accurate and effortless. I'd compare it to a Fireblade but with a slightly lighter, more nimble feel. Rate of turn is supremely controllable. The bike doesn't fall on its side and is not hard to get on its side; it just goes where you want it to go with extreme accuracy. Definitely a 'where you look you go' feel, which is crucial on a fast road going sportsbike. On or off the brakes, there is no stand up mid-corner, the bike tracks like it is on rails and rear feel is fantastic, front feel not quite as commutative as I would expect but certainly not heart in mouth that's for sure. Overall, a very confidence inspiring road sportsbike that has stepped up the level yet again...

Engine-wise, Aprilia are on a winner. Not only is the V4 tractable and fast – it has something that the Japanese have slowly been ironing out with electronic control. It has the 'Wow factor'. This is a thrilling engine. It does not have the bottom end punch of a Blade or the top end of a GSX-R but it does have a huge rush of power from 6,500rpm to 13,000rpm that has the front wheel pawing for the sky and the rider scrambling all over the bars and pegs trying to keep up. If you want a bike that pulls the front up off third gear corners, then you need to go and see your Aprilia dealer right now!

I was a little disappointed in the



The original RSV4 was like a WSBK bike on the streets with lights...

engine's bottom end to mid range and expected more of that V character. However, once through the slight hiccup in delivery at 6500rpm, the 65-degree V4 comes to life and boy, does it go. Can't wait to punt it against the other superbikes...

Gearbox action on the street is positive without missed gears but the cassette-style box does require a heavy foot to grab a cog, particularly when clutchless shifting.

The snatchy throttle present in commuting situations is not noticeable when up the rent and I found S mode the best overall mode, as the first three gears are tapered off, however, on smooth twisties and really having a go, T mode is the best fun – just make sure you're ready for those wheelstands. The bike is so light that it accelerates rapidly

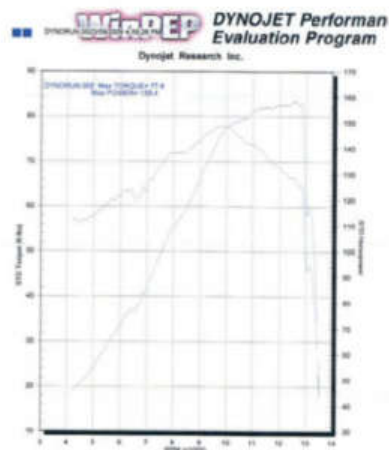
and is much more of a pure racebike experience when going 9/10ths than all bar the Ducati S model.

## ON THE TRACK

Having recently completed our Superbike Comparo on our test track, 'The Farm,' I could not wait to get the RSV4 up there. And I wasn't disappointed...

This is a demanding track, with 22 corners in 4.9-kilometers and an average speed of 123km/h, almost as fast as Eastern Creek. There is a series of esses with five direction changes in a row that is fantastic for comparing bike weight, throttle control and steering/geometry.

Most of us could cope with up to seven laps at a time on any of the 1000s, then we'd be buggered. However, I managed three sets of 10 laps on the



Almost 160hp with great mid-range made the Aprilia a standout in 2009.

1. Ohlins fully adjustable TIN-coated forks provide a smooth ride on the road, with plenty of room for adjustment for track conditions.
2. Despite being small bike the rearset position isn't cramped.
3. The RSV4 maintains the wow factor that electronics are increasingly ironing out.



RSV4 and was not at all fatigued in the arms, legs or mentally. This is 600 territory and amazing for a 1000.

Through the esses, the RSV4 is the most accurate, light, flickable four-stroke bike I have sampled. I was photographed every lap and in almost all 30 passes, my right knee was touching the exact same tuft of grass sticking up – such was the lack of forearm fatigue. This bike is just easy to ride.

Braking performance is sensational. There is plenty of initial bite from the Brembo calipers and modulating pressure is accurate and feels fantastic all the way in. The bike is not at all upset and front feel braking into an apex is good, better than on the road of course. The rear brake was not working at first but became good and although I cooked it a bit, it coped well in the hands of this rear brake destroyer. The riding position on the bike is sensational on track and there is plenty of room to shift about.

Downshifts are quick and easy, the slipper works well and offers adequate engine braking while controlling stability and even at serious lean angles, the bike feels comfy and planted. Pushing beyond the limit, the bike is controllable.

On some of the off camber turns on the track, where some bikes experience a sudden loss, the RSV4 offers a gentle drift that is quickly and easily stopped by pulling it up on the fatter part of the tyres. All very refined and done with finesse. This really is a sensational track machine and very safe, maximising available grip and getting the best out of the tyres.

Power delivery on the track is

smooth and tractable but the RSV4 is seriously quick and needs an expert hand if you are playing in the 8000 to 11500, 12500rpm top end area. You really better have your socks pulled up, I'll tell you!

Powering off corners, the RSV4 tracks on line, does not run wide at all and is easy to tuck in on in a full race tuck – something that is getting harder all the time in this class.

Top speed is something I could not measure, however, the bike managed the same speed at the end of the back chute as the Fireblade in our comparo.

I made some slight suspension setting changes on the track and the response was fantastic from the quality forks and shock. Amazingly, all I changed was three more rear comp clicks, two more rear rebound clicks, one less turn of front preload and two clicks of comp on the forks and one click of rebound. The bike was supplied with the front forks 4mm up through the clamps over stock front ride height.

## CONCLUSION

So I had a great peak hour commute on the RSV4, a sensational full day country ride, a seriously fun and satisfying track day and then, on my last night with the bike, I decided to head out in wet weather gear in the pouring rain to ride around the Central Coast suburbs and test out R map in the rain. The bike was so easy to ride in the wet that I stayed out until 8:30pm at night. What a bike...



4. The dash is easily navigated while an Ohlins adjustable steering damper controls headshake.  
5. The cast aluminium swingarm is light and holds a forged aluminium rear wheel, clad in a Diablo Supercorsa.



## SPECIFICATIONS

### 2009 APRILIA RSV4

**PRICE NEW:** \$31,198 + ORC  
**PRICE GUIDE:** \$10,000 – \$15,000

**CLAIMED POWER:**  
132.4kW[177hp]@12,500rpm

**CLAIMED TORQUE:**  
115Nm[84ft-lbs]@10,000rpm

**CLAIMED DRY WEIGHT:** 179kg  
**FUEL CAPACITY:** 17L (4L-reserve)

**ENGINE:** Liquid-cooled, 65 degree V-four, DOHC, 16-valve, four-stroke, 78 x 52.3mm bore x stroke, 999.6cc, 13.0:1 compression, eight-injector EFI with four Weber-Marelli 48-mm throttle bodies, Ride-by-Wire engine management, three different engine maps selectable – Track, Sport, Road, Magneti Marelli digital electronic ignition system integrated in engine control system, four-into-two-into-one with single oxygen sensor, lateral single silencer with engine control unit-controlled butterfly valve and integrated trivalent catalytic converter (Euro 3), wet sump

**GEARBOX:** Six-speed cassette style, Ratio: 1.2600, 2.063, 1.700, 1.455, 1.308, 1.222, Final Ratio: 16/40 (2.500)

**CLUTCH:** Wet, multi-plate slipper design  
**FINAL DRIVE:** Chain

**FRAME TYPE:** Twin-spar aluminium frame with adjustable headstock position and rake, engine height, swingarm pin height. Cast aluminium swingarm

**RAKE:** 24.5 degrees  
**TRAIL:** 105mm

**SUSPENSION:** Dual Ohlins inverted TIN-coated forks, fully adjustable, 120mm travel Ohlins monoshock with piggyback reservoir, fully adjustable, APS progressive linkages, 130mm travel

**BRAKES:** Dual 320mm stainless steel front rotors, Brembo monobloc four-piston calipers, sintered pads, braided brake line, Brembo radial master-cylinder, single 220mm rear rotor, Brembo fully floating two-piston caliper, sintered pads, braided brake line

**WHEELS & TYRES:** Aprilia forged aluminium, 3.50 x 17in, 6.0 x 17in, Pirelli Diablo Supercorsa 120/70 – 17, 190/55 – 17 (alternative 190/50 – 17)

**DIMENSIONS:**  
**WHEELBASE:** N/A  
**GROUND CLEARANCE:** 130mm  
**SEAT HEIGHT:** 845mm  
**OVERALL HEIGHT:** 1120mm  
**OVERALL LENGTH:** 2040mm

**INSTRUMENTS:** Analogue tachometer, digital speedometer, indicators, high beam, oil light, fuel level, trip meters, CAN line for diagnosis, lap timer, map switches, gear position, engaged engine map, shift light.



# TRACK & TRAINING

## Discovering the art of cornering...

WORDS: **ANDREA LAWRENCE**

PHOTOGRAPHY: **TIM MUNRO, KRIS HODGSON**

**R**ecently I had the opportunity to spend a day with the largest non-competitive motorcycle events group in the southern hemisphere – California Superbike School (CSS). The school's motto is 'discover the art', which roughly translates to 'learn how to corner safer... and faster'. There are four levels of advanced rider training offered at CSS all designed to teach you step by step how to improve the stability of your bike around a corner by refining riding technique.

I enrolled for Level 1, which teaches the fundamentals, gets you comfortable with the track and corrects bad habits.

My riding experience surmounts to a little over a year of inner-city Sydney commuting. So although I am quite proficient at dodging apparently blinker-less cars at speeds less than 80km/h, I had never graced the track.

My pride and joy is a CBR250R Moriwaki Edition, the ex *Rapid Bikes* project bike, a bike that until the morning of the CSS day, I felt had more than enough power. Arriving at Eastern Creek Raceway at 7am sharp, my nervousness was compounded as my little bike seemed to shrink in the company of the other motorcycles lining up to be inspected by the CSS staff.

As I fretted about potentially being the only person to never have ridden on a track before, I struck up a conversation with some gentlemen waiting in line next to me. Both had been riding for over a decade, but had never set tyre to track either. Throughout the day I met a huge variety of people, mainly participating in Levels 1 and 2, and it became clear to me that CSS caters for every rider.

After my bike was inspected and deemed 'track-worthy', the charismatic Steve Brouggy, the co-founder and managing director of CSS, gave us an introductory safety briefing. Steve was quick to establish a sense of ease and excitement among

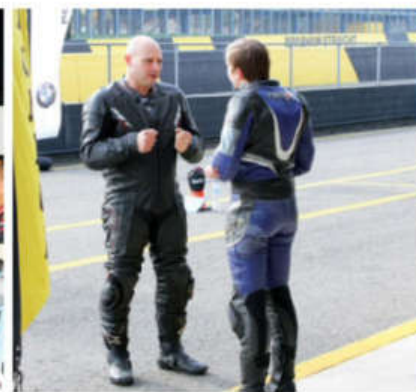
the students, peppering his talk with jokes. After this initial talk, we were split into our respective classes and assigned coaches with no more than three students allocated to each coach.

The day would consist of five drills, which included theory lessons preceding approximately 20 minutes on the track, followed by a debrief with the coaches.

Our group was the first on the track – a daunting prospect for any first-timer. The first session was an orientation lap, where we could only use fourth gear and absolutely no brakes. I was mildly terrified at this announcement, thinking it would be a virtually impossible task based on my







winding, convoluted map of the track.

These first laps were also designed to get us comfortable with the entry speeds of each corner of the track.

Shaking with adrenalin after the initial slow but nerve-wracking session on the track, we were marched directly upstairs for our first lesson with Steve – throttle control, arguably the most important control for cornering. On the track, the coaches would locate each of us in turn and ride ahead, signalling with a specific hand movement when and how much to throttle-on in the corner. Out of all the drills, this was probably the one I had least trouble with.

I found my normal pattern of acceleration was similar to what my coach was instructing, if a little early in the corner. The second drill however, had a profound effect on my mindset and consequently on my riding.

In this drill we studied turn points, or simply the spot you aim for in a curve that will give you the straightest line through the corner and the most predictable exit line.

The turn points for each corner were

marked with a white cross and on the first lap, all of the turn points felt very late in the corner and about a quarter of them felt nearly impossible to hit. It was then I learned that I had been inadvertently increasing the curve of my line around a corner by turning too early.

By the end of the 20-minute track session, I was getting accustomed to the new turn points with the most significant improvement being a tight finishing line, rather than the usual line, consistently wide and less-predictable.

In between the provided lunch and the next track session, I was taken to a small bit of track in the middle of the complex to complete training for the third drill – the quick steer.

Up until that point, I am ashamed to admit that I had never been aware of counter-steering. This drill was a revelation, and from talking to the other participants, I believe it was enlightening for everyone. The drill involved weaving at a constant speed down a straight line by consciously counter-steering. Two coaches watched from the start line and corrected positioning and technique. We all had to repeat the laps of the straight at least five times before the coaches were satisfied. Although the drill was tricky to get the hang of, once I had the hang of it, achieving the turn points on the track became easy as I learnt to quick steer later in the turn to avoid correcting in the middle of the corner.

The next drill also had a profound effect on all the riders present. The drill was called 'rider input' and focused on allowing the motorcycle to have its head in a corner, not trying to fight against bike. All of us found that since we were concentrating hard to put all our learning into practice, as well as the fact that we were repeatedly putting our bodies into a stressful, adrenalin-ridden state, we tended to grip the handlebars for dear life, tensing our upper bodies.

As we discovered, this makes the bike unstable in a corner. A bike oscillates within a natural degree of lateral movement, particularly when headed around a corner.

By allowing the motorcycle to move within its own framework by relaxing the grip on the bars and dropping the elbows into a relaxed state, the motorbike becomes perceivably more stable. Coming out of the infamous turn two hairpin, I audibly gasped in amazement at the difference in stability exiting the curve compared to the previous session. However old habits die hard and I still had to fight my body at each corner as it attempted to tense up at the prospect of leaning closer to the asphalt.

Early in the day I had felt the unexpected thrill of terror and then





triumph as my boot scraped the ground around my favourite hairpin on the track (turn 9). The concentration I held on the track gave me a symbiosis with the bike and I didn't even realise how far I was leaning until this sudden jolt.

Naturally, I freaked out and immediately backed off the throttle, ending up with a wide exit line. After this and as the day wore on, I felt as if I was actually decreasing my speed into the corners and each one began to feel laboured. I thought this may be a result of muscle fatigue after four separate adrenalin shots around the track. On the fifth and final drill, the reason for my discomfort became apparent. Since the second drill teaching us about turn points, I had had my attention focused too much on meeting the white crosses on the track. This meant as I approached the cross, I reduced entry speed too much and was tense moving into the corner. Drill five was called 'two-step turning' and focussed on teaching us to locate the turn point on the road, then once it is clear that you will hit that mark, change your eye line to focus

on the apex of your corner.

Once I understood this, all the other drills and skills I learnt throughout the day fell together, the corners felt much more natural and it became an immensely thrilling last hurrah around the track. I was cornering faster and with much more stability and I now had the confidence I was lacking previously.

I did not want to come off the track, but pulling into the pit after the last round, my coach beamed at me and I beamed back as he told me I was like a whole new rider after that session. The first few laps on the track are frightening because the experience was completely foreign to me. I had never had somebody tape up my rear vision mirrors and speedometer and tell me ride – presumably at high speed – with no cars and your control of the motorcycle being the only potential hazard. Besides forcing myself to stop trying to check my mirrors, as the day wore on and with the help of Steve and the coaches I became immensely comfortable in this environment. There is something entirely euphoric about the experience. You become removed from your body as you execute a

series of actions to bring you successfully around a corner at ludicrous speeds.

In your mind you know you are putting yourself in danger, but the risk is confined entirely to the accuracy of your actions.

As a result, leaving at the end of the day to putt once more through Sydney traffic felt as foreign and dangerous to me as the initial laps around the track did at 8am that morning. As I grew accustomed once again to city riding, I found I had a new confidence in my abilities to handle my motorcycle.

I found myself consciously applying each drill we learnt and felt my old habits – the ones I hadn't realised were there – gradually dissipate. The school exceeded my expectations 10-fold and I was utterly spent, both mentally and physically – having crammed so much information into a single day.

The skills learnt are so important to any rider, I fervently believe everyone with a newly acquired full riders licence should participate in a day at California Superbike School and set their standard of riding early for an inherently safer and undoubtedly more enjoyable ride. **AB**



# SYDNEY MOTORCYCLE SHOW

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**Friday 20<sup>th</sup> – Sunday 22<sup>nd</sup> November | SYDNEY OLYMPIC PARK**

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## 'MID-SEASON BREAK'

It's been the longest mid-season break of my life but we're almost ready to head back to the racetrack. My first thought was, what the hell will I write about? Then it hits me there's never an end to motorcycling related information I could hit you with. The first one on my mind is, how could there possibly be a three month break in our championship mid-season? And before I answer that, I'll tell you that 'mid-season' only refers to the timing of the year rather than the percentage of racing we've completed. We only have an eight round championship in World Superstock this year, we've already had six of those races between April and June. Now we've waited two months and have another month to wait before our final two races in Spain and France.

In the past I've described the 'voice of the paddock' or basically the rumor mill that surrounds the WSBK championship. This time the voice says that Dorna want to kill the Superstock categories and don't see any future in them. Looking at the race calendar I've just described, it would certainly confirm that Superstock has been given no importance in the WSBK program and that even the timing of the Sunday afternoon Superstock race doesn't display significance.

Maybe I'm biased, although I think that Superstock has been one of the best breeding grounds for WSBK. A third of the current WSBK riders have come from the European Superstock categories, and if you look at the manufacturers, Kawasaki, Yamaha, Suzuki, Aprilia and Ducati all have official teams and BMW certainly has an officially supported

team. I can personally tell you these manufacturers are going above and beyond to win this category, they must see some significant importance from this category that relates to their marketing and sales. Why can't Dorna see the same importance? I understand that the Superstock championship can't leave Europe, it's a good thing they keep costs low, but why can't we have more races in Europe while WSBK is at the fly away races around the world. Or maybe I've got it completely wrong...

However, I'm simply trying to justify to you why I won't have raced my motorcycle for three months in the middle of the season.

Even though the two months off the bike feels like a life time, there's no doubt I've enjoyed and used the opportunity to see and do things in Europe I've always wanted to. I'm in my fifth season racing in Europe and living in Italy, there's so many tourism activities I've never done. Basically because I've always been dedicated to my training program while I'm here.

I figured one day I'd find time to see a few beaches and cities, but while I needed to concentrate and race I would. However with a three-month break this year, I've had my opportunity. I've climbed the mountains I watch my favorite Tour de France cyclist race, I've ridden some amazing Motocross tracks that host MXGP rounds, ridden my first ever Off Road Enduro through the Italian hills, sat on beaches in Southern France and Italy, swam in breath taking water and visited places that many could

only dream of honeymooning on. Maybe you could consider these three months as long service leave? Haha.

I know that's a copout because I don't have a real job anyway (even if that day is coming ever closer). Anyway, I can say that I've been a professional since 2006, even though the 'long service leave' is a joke, it's almost fitting.

Of course with only two races remaining there is a lot of focus on 2016. All I can say is there may be a few rumors and a little hype around Kawasaki, I sincerely hope I can keep my position in the team and lead it



***"We have another month to wait before our final two races in Spain and France..."***

to the success I think we deserve next season. This year's been unfortunately a write off but I'm honestly still hopeful and believe we can finish on the podium in the last two events. Given we get what we need testing wise.

In other news, this weekend's activities will involve cheering on our Aussie MXGP riders Todd Waters and Dean Farris at the Italian round in Mantova. The following weekend I might potentially be my mate Claudio Corti's right hand man at his MotoGP race in Silverstone, then an Italian/Spanish wedding in Misano the weekend after that, and finally a weekend home before Jerez. There's August/September. Lucky Duck. Ride Safe,

**Bryan Staring**

**Twitter:** bryanstaring67





# SHORT SHIFT

## RIDE #99

**W**ayne Rainey likes to lead." It was a Darrell Eastlake catch phrase two and a half decades ago, when the big man and Barry Sheene called the GPs for Channel Nine. Rainey worked assiduously at grabbing the lead from the get-go. During testing and official practice, he would push hard on every exit, learning the limits, so he was ultra fast on new, still-warming tyres.

Jorge Lorenzo is today's master of leading from the front. Like Rainey, he works at being fast on the first lap, and he carries this through the next 20 to 25. Valentino Rossi calls it Jorge's 'hammer time', when he bangs out lap after lap with barely a tenth of a second variation.

It is very effective, as proved by statistics on the number of race laps Lorenzo runs in first place. The current 1000 formula has been with us four years and in that time Lorenzo's tally of laps led dwarfs everyone else. At time of writing, it was greater than the combined tallies of Spanish rivals Marc Marquez and Dani Pedrosa, and five times that of Rossi.

Sure, there are more Rossi or Marquez fans in the world, but Lorenzo has a method and, since he became a force in MotoGP, a character to admire. His smooth style, running the fastest corner speeds in the class, works best when there is no-one close enough to spoil classic, arching lines that would do 1950s' superstar Geoff Duke proud. Twice world Superbike champion Troy Corser was another who revelled in unhindered front running.

Lorenzo's commitment to smooth saw him

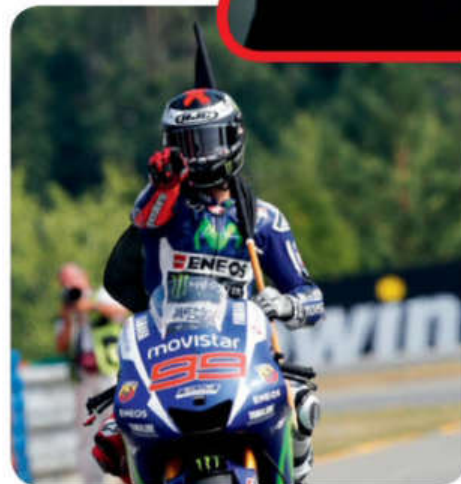
race with the Spanish word for butter engraved on his front brake lever, a reference to watching as a child when his mother spread soft butter on bread. Bridgestone engineers reckon he's the easiest of the top runners on tyres.

There are times when the fluid lines don't work, a change in tyre spec or a set-up problem can rob the Majorcan of edge grip. It happened during pre-season testing at Sepang in 2014, prompting 'George' to say, "When you don't have grip, you can make gymnastics on the bike but the feeling will be the same."

The key point about Lorenzo is how far he has progressed since his GP debut, which was at Jerez in 2002, the weekend he turned 15. He was the full-of-himself 125 pilot, noted for passing people around the outside and labelled 'dangerous' by Casey Stoner.

As a 250 racer, Lorenzo was dynamite in the dry but struggled in the wet until undertaking off-season training at Kenny Roberts' ranch in California. He won back-to-back titles on a factory spec Aprilia in 2006-2007. Each podium visit was marked by dutiful endorsement of personal sponsor Chupa Chups.

Overlaid with this was an intense rivalry with fellow Spaniard Dani Pedrosa. It only chilled when the King Carlos of Spain made them to shake hands before the podium ceremony at Jerez in 2008. That was Lorenzo's first MotoGP season, joining the Yamaha factory team alongside Rossi. Pedrosa and Stoner had already been in the top



class for two seasons.

Rossi knew a threat when he saw one and had opposed his signing. It was also the year the works Yamahas were split on tyres, Rossi on Bridgestone and Lorenzo on Michelin. A wall divided the garage in those days.

Lorenzo soon earned his stripes, qualifying fastest for the first three GPs of the season and finishing 2-3-1 in his first three starts. Lorenzo didn't win again in a season dominated by Rossi and Stoner. In fact he learned that MotoGP machines could bite with some punishing highside accidents. But he ended his debut season fourth on the championship ladder, followed by second in 2009, the first year of Bridgestone 'control' tyres, and first in 2010 by a whopping 138 points.

A gruesome hand injury at Phillip Island ended Lorenzo's 2011 title hopes. But in 2012, with the formula switched from 800 to 1000, he became the first Spaniard to win two premier-class crowns. And here were people thinking the increased power from 25 per cent more capacity would suit Honda and its works team of Stoner and Pedrosa to a tee.

A tornado arrived in MotoGP in 2013, in the form of Marc Marquez. The rookie beat Lorenzo for the crown by four points after Jorge won the last three races.

A disastrous start to 2014, with fitness issues and just six points from the first two races, blunted Lorenzo's chances. He ended the year third, behind run-away winner Marquez and team mate Rossi. This season, Lorenzo did not win a race until round four, but his Jerez victory began a run of four on the trot and a shift in the season momentum. **RB**







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## 2016 CALENDAR



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# PITT STOP

## TRIUMPH & TRAGEDY



**A**fter a pretty hectic few weeks on the road with all the family through Malaysia and onto Australia with a quick weekend at Cadwell Park for the BSB I am writing this on vapor and really need to catch up on some serious sleep. A Nespresso machine firing on all cylinders will get me there.

Last time I touched on how the Intermoto team imploded and individuals affected but this time I want to get into the new structure that PJ and I are now working with.

You need a little bit of luck and for the planets to align in your favour sometimes and when the opportunity came up for PJ to replace Rathapark Willarot on the Core (Ten Kate) Honda just as Josef Kubicek went missing and the Intermoto stuff was impounded by the Czech Police it was a no brainer.

I got a gig there too under the blessing of Gerrit Ten Kate, who had almost had PJ on the official bike last year until Honda pulled their support of the 600 program, so through my previous relationship with the Ten Kate guys it seemed like a good fit. The bike and material were Van der Mark's from last year and the whole package including a Dutch technician and truck and trailer were leased from Ten Kate.

The flow of information from Ten Kate became a lot more free with us in there and the whole thing looked like it had the potential to get PJ back on track. The main difference though was that he was walking into a stable garage without all the internal problems of Ponyexpress team. The bickering and complaining and guys leaving all the time had to have an affect on him. I don't think the bike was any better as a package but PJ was happy and that made the difference.

Anyway as you all probably know by now without any testing at all he turned up at Portugal and put it on the podium with a solid third place and actually led in the early stages. Misano then came with a great second place pushing Cluzel all the way, each rider braking the lap record time after



***"I would like to see Kenan lift the title again this year and as a father my heart bleeds for Kenan and his wife Julia..."***

time but PJ was never quite able to close down that final second to attack him. That was the best I had ever seen him ride and the most hunger he had ever shown for every lap, which had previously been a weakness. He had had this tendency to give up as soon as he got passed and lose the plot a little mid-race only to speed up again at the end when he had to.

Then came Sepang where he arrived announcing to us that he came to win. I had heard him say this before many times but as it turned out this time he really meant it. From day one I knew he had it in him but getting it out of him has been the challenge. Every session in Sepang he was either first or second and totally dominated the wet session going quickest by a second and a half. He then grabbed pole on Saturday afternoon with his second tyre with a time that put it really out of reach of the other guys.

Sunday could have gone either way with the weather but we were covered for both conditions and really for the first time I wasn't worried whatever came because I knew we could win it in all conditions.

It really was our race to lose and he got straight to the front at Turn 4 from Cluzel and controlled it beautifully from the front even with some light rain spitting in the first five laps. He almost managed to lose it though after completely out braking himself at the final turn of the race to run wide and allow Cluzel a chance that he wouldn't have had otherwise. Cluzel got past but because he dived for the inside line when he saw PJ going wide he ran a little wide on the exit and PJ managed to square it off and make a straight line for the finish line out dragging the MV to get his first World

Championship win and mine too as a crew chief.

Kenan lost out on third place at the last corner to finish fourth to open up the championship and really give us a realistic chance of challenging.

I want to mention that Kenan's personal life has once again been touched by tragedy with the loss of his baby son to a brain hemorrhage. Little Hamza had been fighting a brave battle in intensive care for a couple of months with some positive signs only for things to suddenly go downhill in the 10 days before Sepang.

I had spoken to Kenan many times at the track and the whole paddock was pulling for his little boy but it just wasn't to be. Kenan has lost two brothers to road accidents since I have known him and now to lose his little boys just doesn't seem fair.

Kenan is one of the nicest and most genuine guys you could ever meet and for him to be able to still go and race shows what the man is really made of. For this alone I would like to see Kenan lift the title again this year and as a father my heart bleeds for Kenan and his wife Julia. I don't know how they will pick up the pieces but Kenan will carry on somehow.

Something like this really puts into perspective the things that we piss and moan about and what is really important. You never know what is around the corner and try to live life every day and smile.

Rest in peace little Hamza.

Andrew Pitt





WITH **HEATHER WATSON**

# **SBK ROUND-UP**

## **BREAKS...**

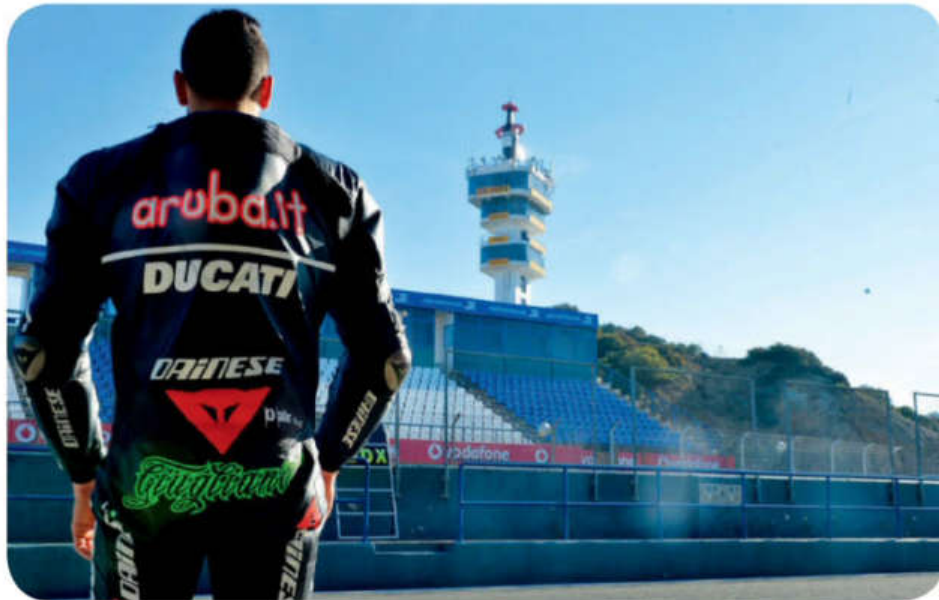
**S**BK takes rather a long summer break with a six-week stop between rounds ten and eleven, held at Sepang and Jerez respectively. Many teams and riders are therefore able to enjoy a bit of relaxation time during August, before resuming work and training schedules for the season 'finale'.

Unfortunately for Ducati's Davide Giugliano, his break is somewhat longer, with his season having come to a premature end. After missing the first four rounds of this year's championship due to two fractured vertebrae, a crash at Laguna Seca, the ninth event, resulted in the fracture of a further, third vertebrae which sadly forces him to sit out the final four rounds. Giugliano will be substituted at Jerez by GP test rider Michele Pirro, who already got a taste of the Panigale when he wildcarded at Misano.

Johnny Rea arrived at Sepang with a 125-point lead over second placed man Sykes. This enormous advantage meant that the Northern Irishman also took his first shot at securing the 2015 title that same weekend. He came extremely close to snatching the trophy but his attempts were thwarted not by his team-mate Sykes but by Ducati's Davies, who took the Race 2 win ahead of Rea.

Chaz Davies' season has gone from strength to strength. Continuing to bring home consistent results, taking fourteen podiums from twenty races so far, he now lies second in the championship going into the Jerez round, having moved ahead of Tom, and will battle it out against him for the final runner-up position. Not far behind these frontrunners is Spanish rider Jordi Torres who has certainly proved his mettle this season. Lying in fifth place ahead of round 11, he's already put his Aprilia on the podium on two occasions, finishing a further five races in fourth place – not half bad for a rookie!

Malaysia also saw the return of Max Biaggi.



Having finished sixth in the races at Misano he clearly came to Sepang with a point to prove, aiming for nothing less than a podium finish. Crossing the line in third place in race 1, the Roman achieved his goal and also became the oldest rider ever to reach the SBK podium, at 44 years young.

As well as the SBK crown, there are titles still to be decided in other categories too. The Supersport field has four title contenders three rounds from the season's end, with Turkey's Sofuoglu, Frenchman Cluzel, American Jacobsen and Italy's Zanetti all in with a chance of victory. In the Superstock 1000 category it's a two-way fight between two Italians, Savadori and Tamburini.

Away from the track, Sykes' wife Amie gave birth to a little girl, Mia, while Tom was competing at the Malaysian round. Mia is the couple's

second child. Kawasaki might want to consider opening a crèche as Rea's wife Tasha is also pregnant with their second child, with the baby due around the time of the final Qatar round.

It's been less of a silly season than usual in the SBK camp, perhaps due to the fact that some of the key rides for 2016 are already as good as set. With Kawasaki and Ducati factory teams unlikely to change their line-ups, and no obvious rider jumps between GP and SBK on the cards (at least for now!), it's only really Aprilia that remains something of a question mark in terms of whether they'll compete as an official or factory-supported outfit.

Calendars for the 2016 season are still being put together at the time of writing, but it appears that next year's SBK tour will not vary a great deal from this season's. Monza looks likely to make a return to the calendar, and there's a possibility of a German round, while Laguna Seca and Portimao may well not feature, with the replacement US round not yet confirmed. No new long-haul races are expected in 2016, though there may be a 'new-entry' in 2017...

And while World SBK is on vacation, here's a quick round up of some of the European SBK series. In the German IDM, the Superbike title has already been secured by Markus Reiterberger on the BMW. He is likely to move across to World SBK in 2016 with the German manufacturer. The British series sees Josh Brookes and Shakey Byrne leading the way, while American John Hopkins recently made a surprise return to the field, replacing Kuba Smrz on the Ducati. The Italian CIV SBK championship is led by GP test rider Michele Pirro with only one round still to run in October...

That's all for now folks, but I'll be back next time with full 2016 calendar and rider line-ups... **RB**







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## TOP-END TREMORS

As the dust of the abbreviated 2015 season settled, the new season fired up in Darwin. Then there was a Summit Sportsman round in Alice Springs, followed by an abbreviated Nostalgia Meeting at Sydney Dragway.

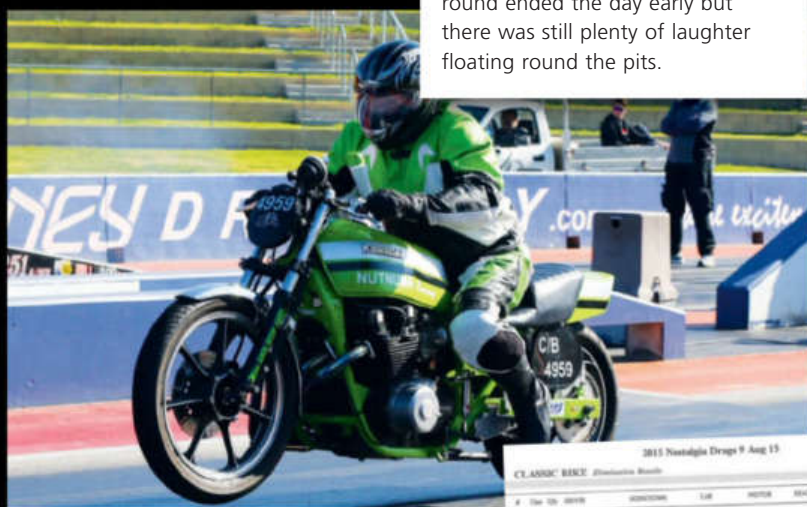


### NITRO UP NORTH HIDDEN VALLEY, NT

Nitro Up North was the headline for this meeting that was held in the middle of July. Top Fuel dragsters made their first-ever appearance in the top end but the only bike action was in Modified Bike and Street Bike.

Modified Bike was taken out by local racer Colin Sainsbury with former Top Fuel Motorcycle racer Gordon Crawford taking out runner-up.





## NOSTALGIA TITLES SYDNEY DRAGWAY

A good field of 12 riders made it through qualifying before the three rounds of round-robin racing.

A good variety of brands fronted up with the wins evenly spread over the first two rounds of racing. Unfortunately an on-track incident just before the scheduled third round ended the day early but there was still plenty of laughter floating round the pits.

2015 Nostalgia Drags 9 Aug 15

CLASSIC BIKE (Distribution Results)										RACER/BIKE	
#	TIME	BIKE	DRIVER/TEAM	CLUB	BIKE	DRIVER	BIKE	TIME	BIKE	CLUB	BIKE
ROUND 1											
1	17.5	1	David Green	1000	1000	1000	1000	17.5	1	1000	1000
2	17.5	2	David Green	1000	1000	1000	1000	17.5	2	1000	1000
3	17.5	3	David Green	1000	1000	1000	1000	17.5	3	1000	1000
4	17.5	4	David Green	1000	1000	1000	1000	17.5	4	1000	1000
5	17.5	5	David Green	1000	1000	1000	1000	17.5	5	1000	1000
6	17.5	6	David Green	1000	1000	1000	1000	17.5	6	1000	1000
7	17.5	7	David Green	1000	1000	1000	1000	17.5	7	1000	1000
8	17.5	8	David Green	1000	1000	1000	1000	17.5	8	1000	1000
9	17.5	9	David Green	1000	1000	1000	1000	17.5	9	1000	1000
10	17.5	10	David Green	1000	1000	1000	1000	17.5	10	1000	1000
11	17.5	11	David Green	1000	1000	1000	1000	17.5	11	1000	1000
12	17.5	12	David Green	1000	1000	1000	1000	17.5	12	1000	1000



## BIKE NIGHT RETURNS

### WHAT DO I NEED TO RACE AT BIKE NIGHT?

- Current licence (or proof you have held a licence)
- Helmet. Basically, if your helmet meets AS/NZS1698 or AS/NZS1698:2006, you're good to go. If you've got an older helmet that only meets AS1698, chuck it in the bin before you rock up to Bike Night. They're too old and no longer meet the relevant safety standards.
- Leather or purpose-made motorcycle riding jacket
- Long pants
- Full leather gloves
- Boots covering the ankle.
- Competitors under the age of 18 must be accompanied by Parent or Legal Guardian to sign the necessary document.

Note: Riders of all bikes quicker than

**HELD ON THE SECOND THURSDAY OF EACH MONTH FROM OCTOBER TO MARCH INCLUSIVE AT SYDNEY DRAGWAY, THESE ARE OPEN TO ANY BIKE PROVIDED THEY MEET THE BASIC RULES. WE'LL BE THERE EACH AND EVERY BIKE NIGHT TRYING TO BEAT OUR OWN PBS.**

9.50 seconds in the quarter mile require full leathers, full leather boots and an ANDRA Licence.

### WHAT ABOUT MY BIKE?

Provided they meet the normal safety rules, any bike can come along and make passes.

Street rego is not required and drag bikes are also encouraged to come along and have a skid provided their ANDRA tech and logbook are current.

### BUT I DON'T WANT TO RACE HIM!

The staging lanes are set up to keep similar bikes together. For example, all the cruisers get one lane, the big bore Hayabusas and other quick bikes in another, and all of the LAMS bikes get a lane to themselves. First-timers also get their own lane.

### I'VE NEVER RACED

### ON A DRAGSTRIP

Our own Mick Withers runs a basic 'How to drag race' school for first-timers.

This is free and held on the startline at 5.30 before the racing starts. He will be somewhere near the startline all night if you want to ask any relevant questions.

### HOW MUCH DOES IT COST?

Bike Night pricing is \$60 for competitors or \$55 for ANDRA licence holders.

Spectators are encouraged and it's just \$20 for adults, \$10 for 12 to 16-year-olds and under-12s get in for free. The XXXX Retreat will be open on top of the spectator mound.

Gates open at 4.30pm with racing from 6.00pm until 10.00pm.

This is all about giving all bike riders a chance to get on track at Sydney Dragway. There are no cars allowed on track. This is our night. Bring your mates and have a crack.



## DESERT NATIONALS ALICE SPRINGS, NT

Local Alice Springs resident Brian Moore scored a popular win in Modified Bike against Bryan Finn, taking home his first ever ANDRA Christmas Tree trophy.

2014 Desert Nationals winner Finn broke-out in the final with a 7.11, 0.04-seconds quicker than his 7.15 dial-in, handing the win to Moore who ran 6.79 on his 6.60 dial-in.

"I don't know what to say it's just been an awesome weekend," said Moore. "I was lucky that Finny broke out because I had drama with my air shifter so I'm very happy. Words can't describe it."

"Once again CADRA put on an awesome show together with Motorsports NT," he added.

"Everyone put in, I know how hard everyone has worked here to get it going, everyone seems happy and the track was fantastic."



**ATURA**

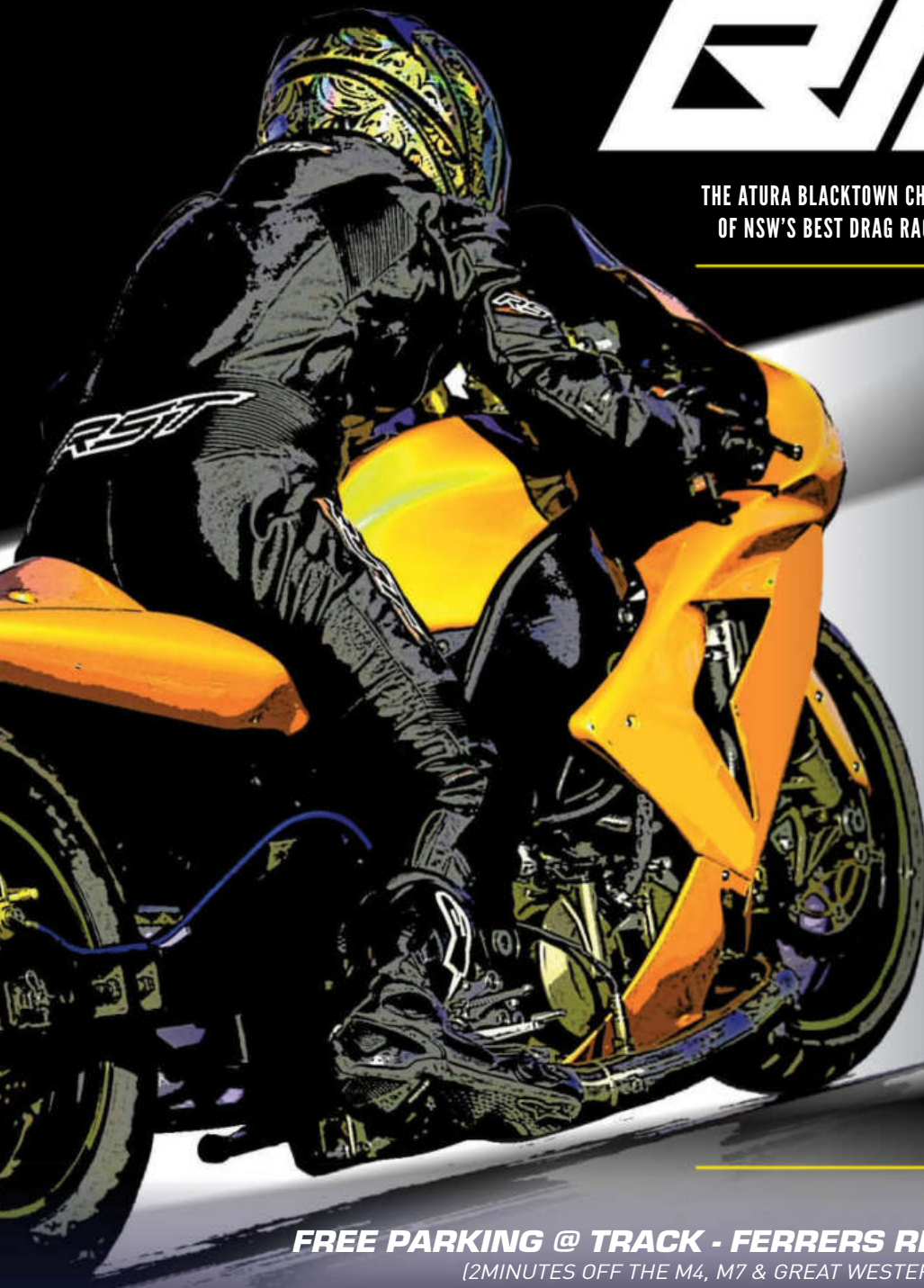
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**ROUND 5 – JULY 11**

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**ROUND 8 – OCTOBER 3**

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# ON ANY TRACK DAYS

Summer's here and it's riding weather! It's warm, relatively dry and now's the time to make the most of it. Get all your mates together, book a track day, organise a weekend away or plan out some good routes on your favourite twisties. It's time to burn some rubber and get your knee down!

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**Ph:** 1300 793 423

### TOP RIDER

**Ph:** 1300 13 13 62  
**Locations:** Marulan, NSW  
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Eastern Creek, NSW  
Broadford, Vic

### TRAKDAYZ

**Ph:** 0401 484 898  
**Locations:** Barbagallo, WA  
Collie, WA

### XTREME RIDE DAYS

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**REAR END**



# SPECTATOR

PHOTOGRAPHY: **RUSSEL COLVIN**

## 2015 MOTOGP

08 November, ..... Valencia – Valencia

## 2015 AUSTRALASIAN SUPERBIKE CHAMPIONSHIP & AUSTRALIAN FX-SUPERBIKE

4-6 December, ..... Sydney Motorsport Park, NSW

## 2015 ASBK CHAMPIONSHIP

23-24 October, ..... Phillip Island

## 2015 HONDA RJAYS ROAD RACE SERIES

7 November, ..... Rnd 6, SMSP, NSW  
8 November, ..... Rnd 7, SMSP, NSW

## 2015 WSBK CHAMPIONSHIP

## Month, ..... Place, Place

## 2015 SYDNEY MOTORCYCLE SHOW

20-22 November, ..... Olympic Park, Homebush

***NEXT ISSUE (#100!) ON SALE 17/12/2015***

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